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THE AMERICAN ELEVATOR AND GRAIN TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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VOL. XLI

431 South Dearborn Street, Chicago, Ill., May 15, 1923

NO. 11

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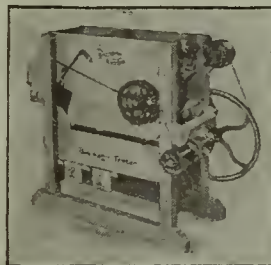
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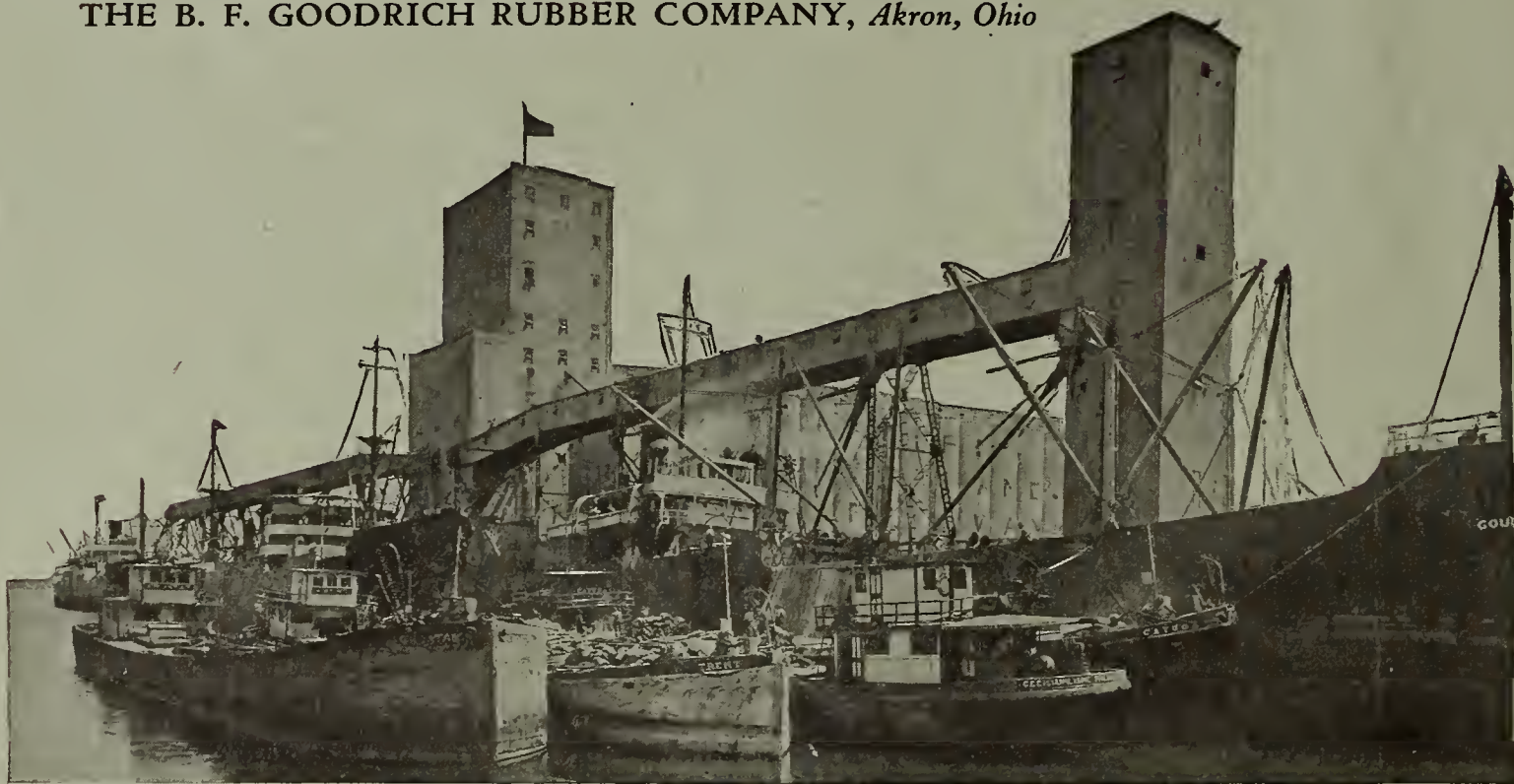
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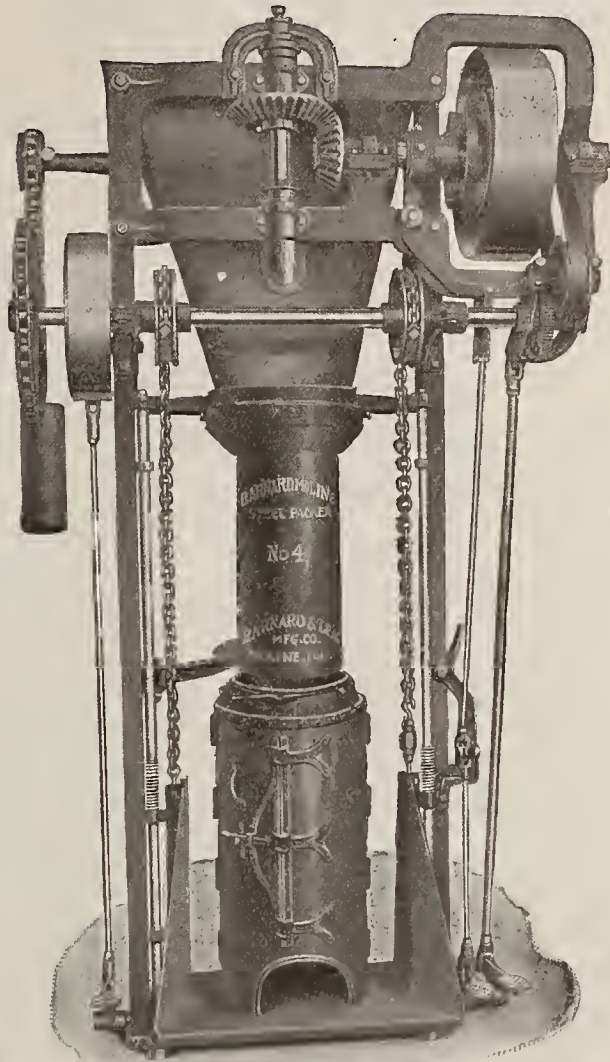
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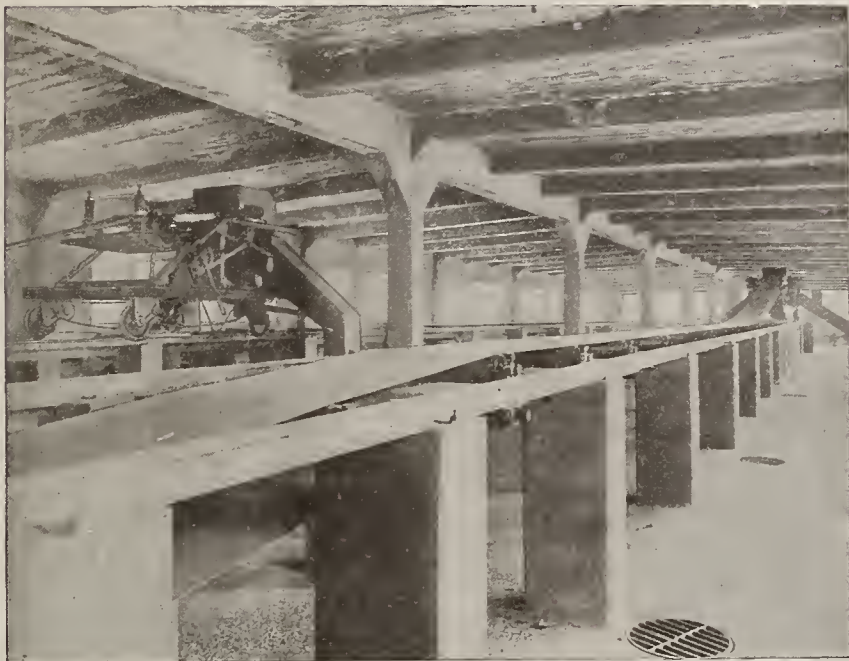
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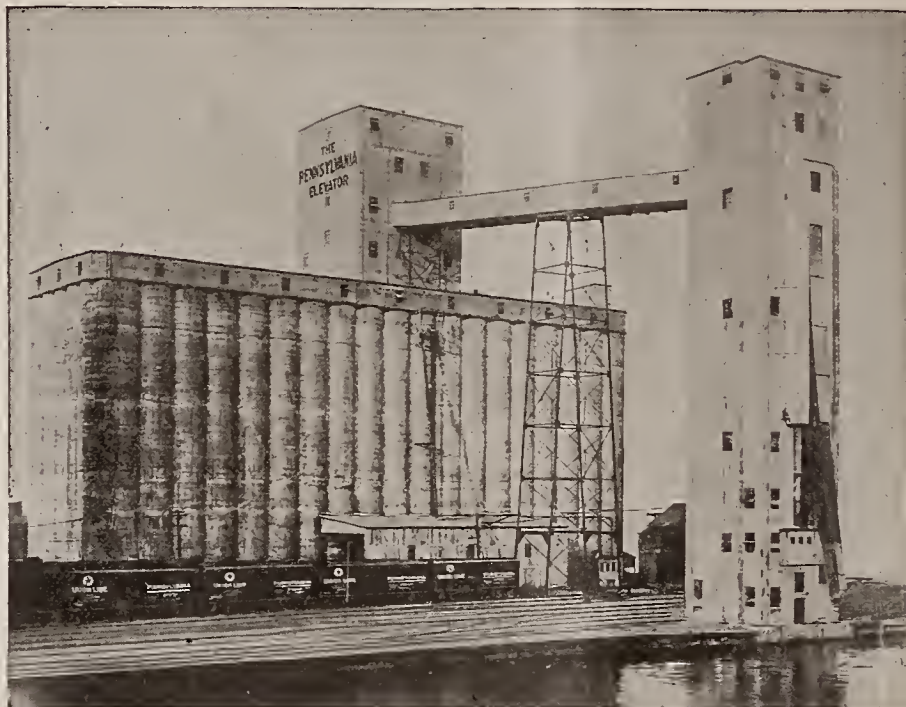
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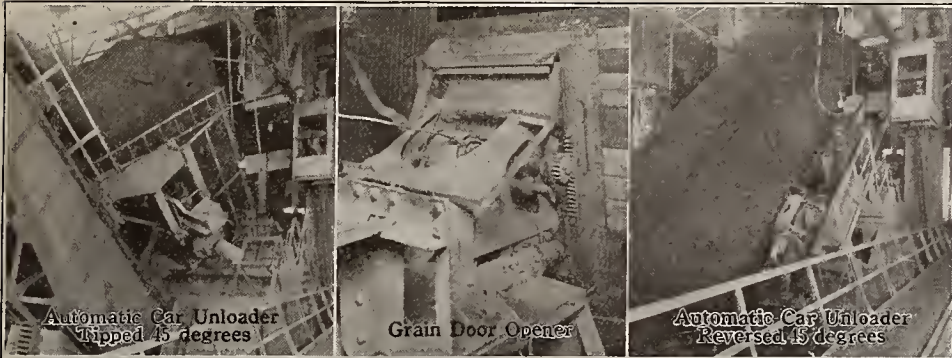
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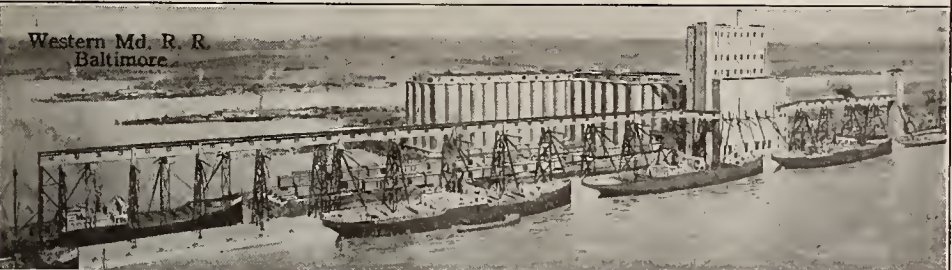
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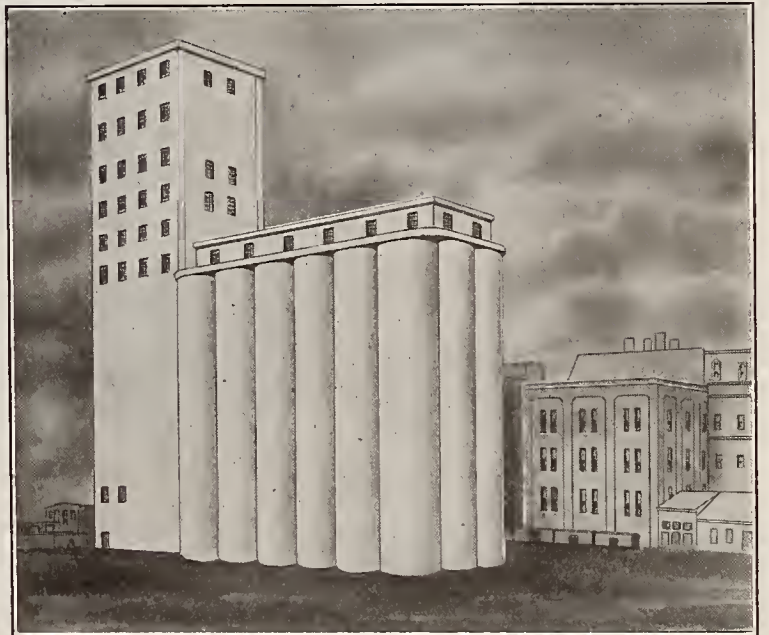
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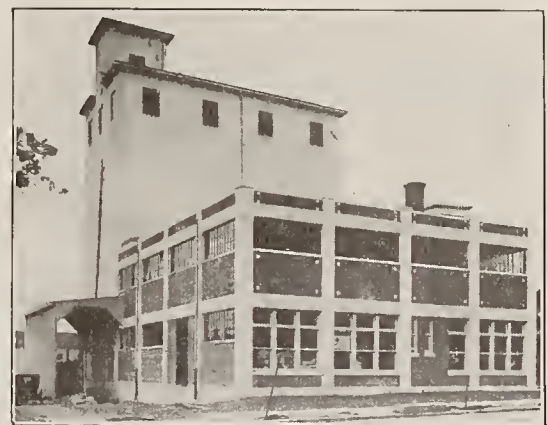
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Capacity 1,500,000 Bushels
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Capacity 750,000 Bushels
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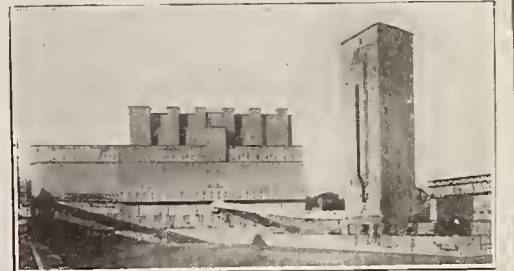
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The two other railroad export elevators in Baltimore that are equipped with Invincible Cleaners are the Western Maryland and the Pennsylvania.

Abundant testimony of the service and satisfaction rendered by Invincible machinery.

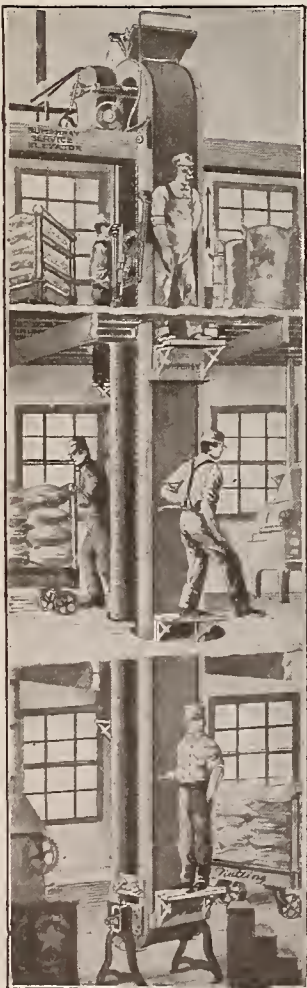
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Consult our Engineering Department. We can give you dependable advice and data on the actual saving that Humphreys are obtaining in plants of various sizes. Write today.

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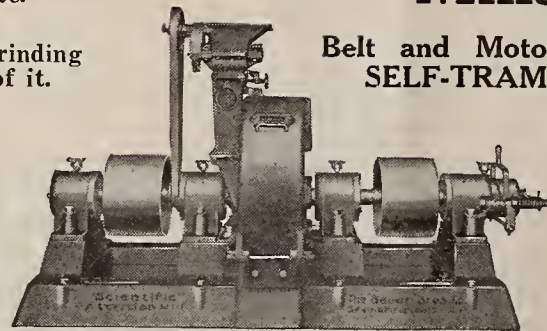
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Do Better Grinding
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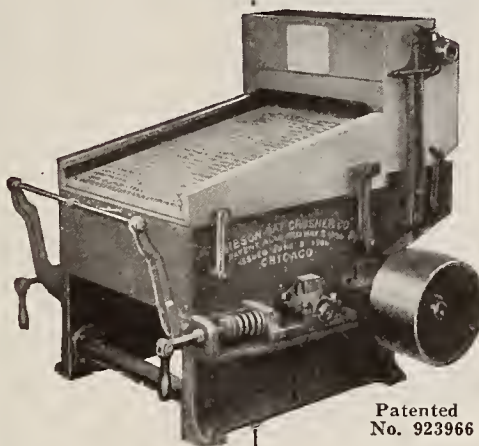
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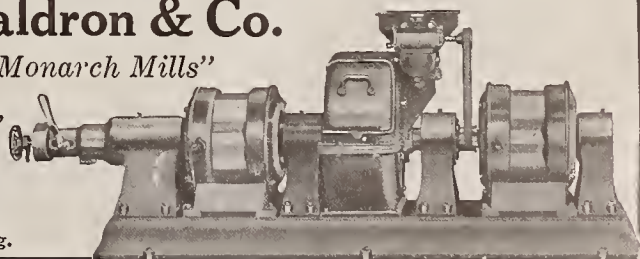
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mill for grinding

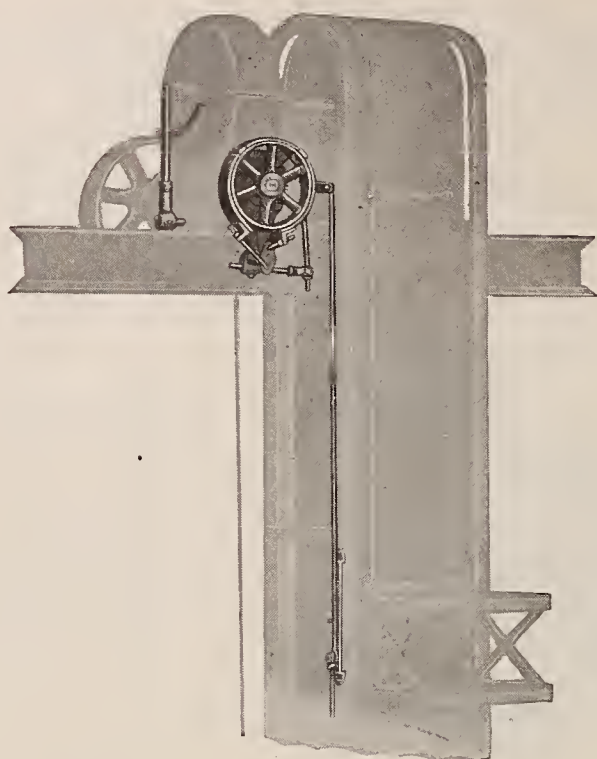
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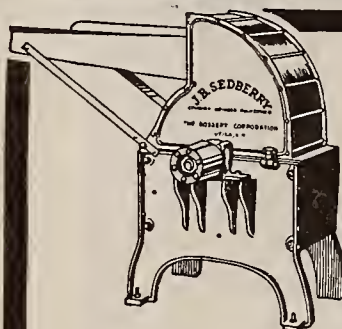
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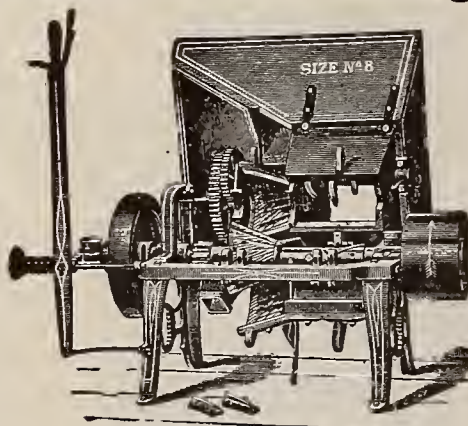
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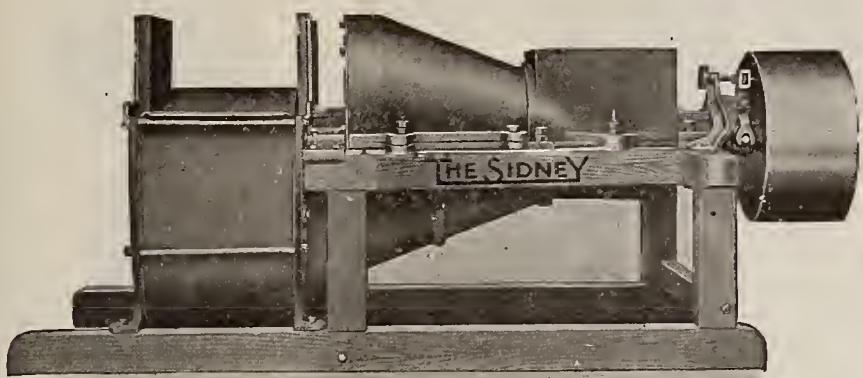
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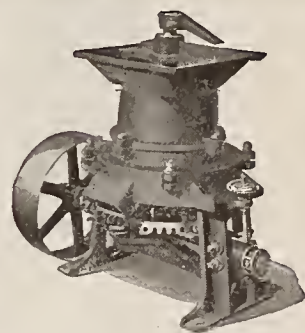
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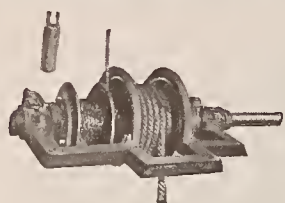
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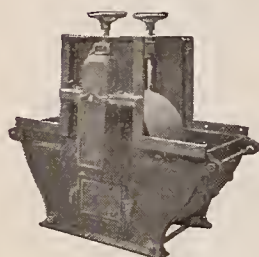


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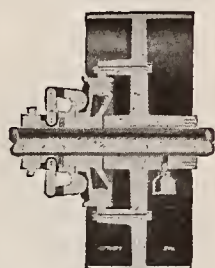
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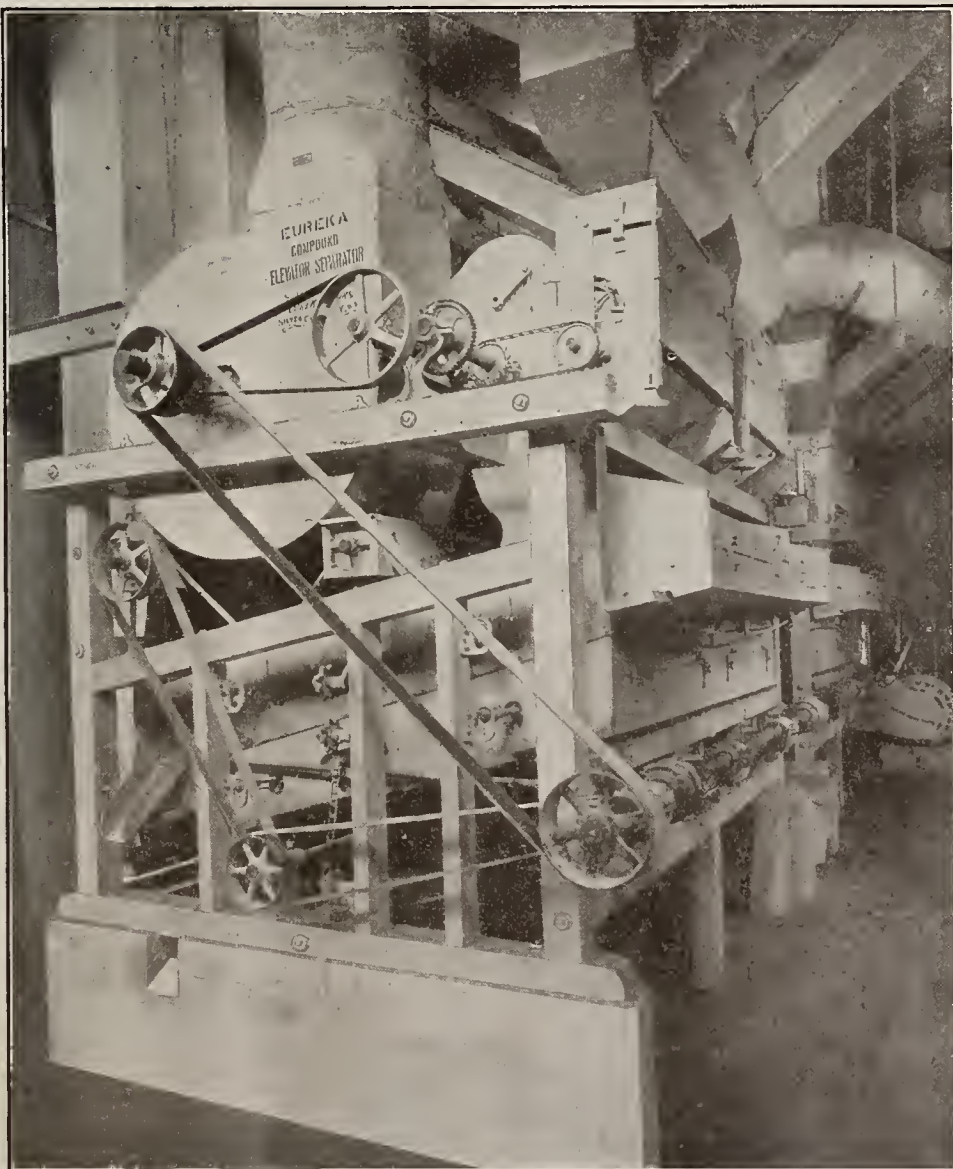
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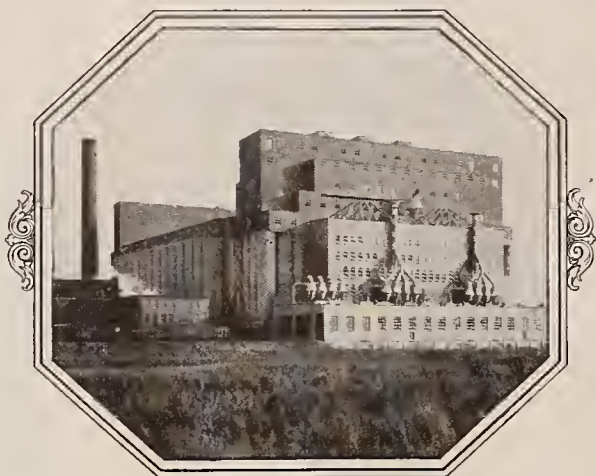
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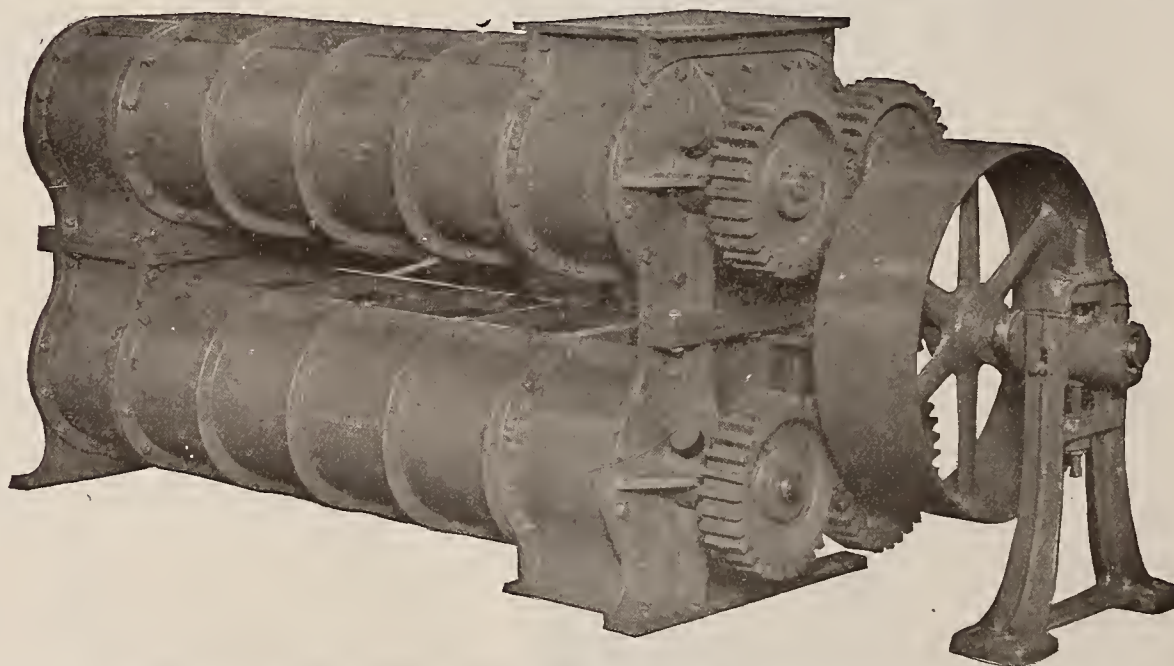


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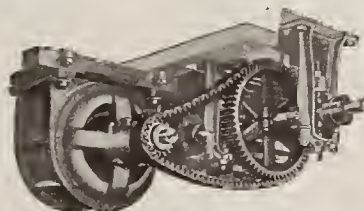
Newest Coast Elevator Adopts Morse Chain Drives

B. & O. Plant at Baltimore, to be Equipped to Meet Every Emergency of the Export Trade in Grain, Is an Elevator of Many Superior Features

FOR years western shippers have complained of inadequate storage facilities on the Atlantic Seaboard, on the score that cars sent East are held indefinitely because there was not room to unload. In large measure this complaint was justified, for it was found during the war that, even with an export movement of unprecedented proportions, the port elevators could not handle the grain offered and cars piled into every siding within a hundred miles of the coast.

Within the last two years, considerable port storage has been built and much in addition is planned. At Baltimore, work has already started on the new B. & O. Elevator of 4,000,000 bushels' capacity which will take the place of the two houses destroyed by fire last year. This new house is being built by the M. A. Long Company of Baltimore, from plans prepared by the James S. Metcalf Company of Chicago. In addition to the large storage facilities, the elevator will have unusual facilities for handling grain with the utmost dispatch. The continuity of movement will be insured by the installation of Morse Silent Chain Drives on practically every conveyor in the house. This equipment was specified by Baltimore & Ohio engineers after a long experience with these drives in their other houses, and because of the satisfaction they have given in some of the largest elevators in Baltimore, where they have been under

four 25-horsepower to belts; and one to car shovel; eight 35-horsepower to belts; 13 of 40-horsepower to belts; eight of 50-horsepower to belts; two 60-horsepower to oat clippers; two 75-horsepower to car pullers; eight 100-horsepower to belts; and four of 150-horsepower to belts. On these drives the centers range from 36 to 83 inches, the largest drives being on 66-inch centers and the smallest on



TYPICAL MORSE CHAIN DRIVE

42-inch. There will be 120 electric motors, ranging from 1½ to 175 horsepower. The transformer house will have three 400 K.V.A. transformers, three of 40 K.V.A. and three of 1,000 K.V.A. The controls and safeguards of the electrical power equipment are as nearly perfect as it is possible to make them.

Every feature indicates the amount of care that has been exercised to make the plant safe from dust explosion and fire. Just as careful attention has been given to making it efficient in operation and as rapid in its handling as possible. Most of the conveyor belts, which will all be furnished by

tended and improved and part new buildings.

The working house will be 240 feet long by 61 feet wide, of concrete construction. Most of the bins in the working house will be 87 feet deep. The track shed will extend along one side of the working house for 160 feet, and will be 18 feet wide, covering one railroad track. The unloading shed will be 160 feet long and 104 feet wide and will cover five tracks. The drip shed, 175x77 feet 6 inches, will cover four of the incoming tracks.

The storage house will be 224 feet, 4 inches long by 208 feet, 4 inches wide. It will have 182 cylindrical bins, each of 13,570 bushels' capacity and 153 interspace bins, each of 3,400 bushels. The cylindrical bins will be 15 feet, 4 inches in diameter and 96 feet high.

The shipping arrangements are particularly complete. The west row of working house bins, 15 in number, will be the shipping bins. There will be 59 dock spouts on the two piers, 6 and 7, and 14 trippers. In the whole plant there will be 40,596 feet of conveyor belting and 9,314 feet of elevator belting.

At the outer end of Pier 7 will be a marine tower which will contain two pneumatic units with a capacity of 2,000 bushels per hour each. There will be two automatic scales in the tower, and there are two elevator legs and a 30-inch belt conveyor which discharges to either of legs 19 or 20 in the working



NEW B. & O. ELEVATOR NOW BEING CONSTRUCTED AT LOCUST POINT, BALTIMORE, MD.

observation. The conveying equipment of an elevator is only as efficient as the transmission which moves it, and the railroad officials did not care to take chances on an interruption of grain through the house.

The power operating the plant is electric. The elevator legs in the working house will be driven by herringbone reduction gears. All other drives will be Morse Silent Chain, except the shaker drives on clippers and separators, the drive to Carter-Mayhew Separators, the drive to hoist, and drives to exhausters in marine tower and dust house, where leather belting will be used. Practically all the drives for elevator legs and belt conveyors will be equipped with friction clutches.

The list of the Morse Chain Drives in the elevator is interesting, not only from the variety of power requirements, but as indicating something of the extensive equipment. One Chain Drive of 10-horsepower on conveyor belt; six 15-horsepower drives to belts, eight to separators, and one to elevator; one 20-horsepower drive to belt;

the Diamond Rubber Company, will be 42 inches wide. The main scales, of Fairbanks make, are of 2,500 bushels' capacity, said to be the largest ever installed. The unloading equipment will include four mechanical car dumps and five sets of car shovels. The shipping facilities consist of galleries serving eight vessel berths, four at Pier 6 and four at Pier 7. Working at full capacity the elevator can ship 150,000 bushels per hour.

The new plant will consist of a working house, with track and unloading shed, drip shed, storage house, drier house, dust house, transformer station, shipping galleries to and on Piers 6 and 7, and a marine tower with return gallery. In addition the railroad will have a steam power plant, office building, welfare building, and drier equipment. Part of this latter group will be the old buildings ex-

house or direct to car on Track 1. The Marine tower handles local grain from bay boats.

This great plant, devoted almost exclusively to sending the products of our farms to Europe, is planned for extraordinary service at a minimum cost of operation. Only on this basis can a port elevator hope to survive the growing competition, which, for the next year or two at least, will be joined to a decreased demand from abroad. The economics in operation will center largely upon the power saving proclivities of the Morse Drives. These operate under all conditions at an unvarying efficiency, saving in upkeep, in time and attention, in their freedom from power loss by slip or creep, and by their faithful performance which prevents costly shutdowns of the plant. The experience of the largest elevator operators in the

country has increased the use of Morse Chain Drives in every power application which controls or affects the successful operation of the plant. Morse Chains are the transmission of the future applied to the plants of today.



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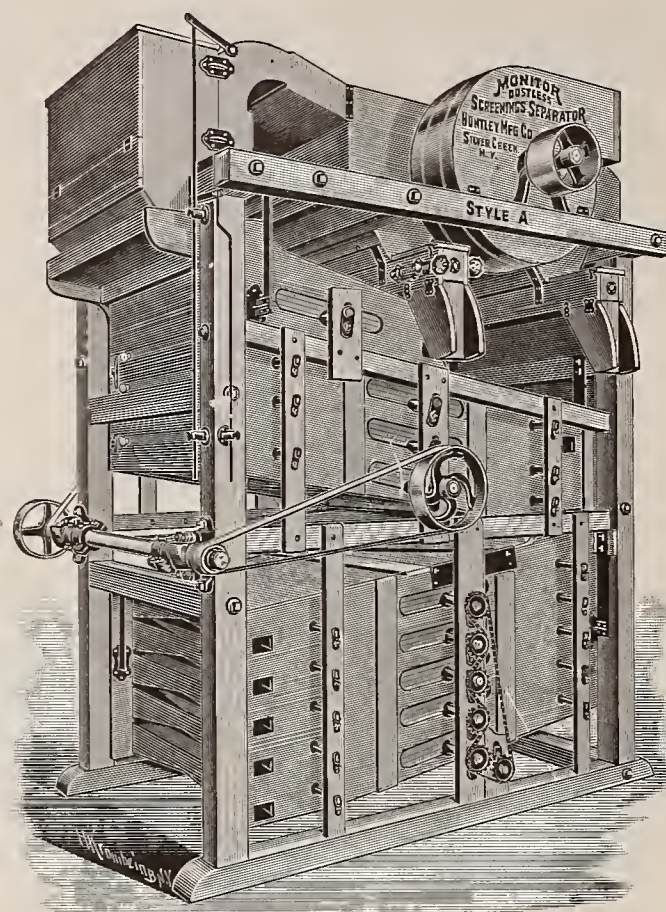
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THEY ARE ALL DOING IT

One by one, the new elevators are being contracted for. It's noticeable that all elevators handling spring wheat, put in a MONITOR Screenings Separator. They cannot afford to do otherwise because the screenings carry wheat, flax, mustard, oats, etc., each of which has big value, if by itself. There is no other machine made that makes these separations like the MONITOR. Absolutely.

The new elevator to be erected at Duluth for Russell Miller Milling Co. will have in it a No. 9A MONITOR Screenings Separator. Incidentally, it will also have seven No. 10B MONITOR Warehouse Separators.

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Established in 1882.

VOL. XLI

CHICAGO, ILLINOIS, MAY 15, 1923

NO. 11

Building for the Future

Redesigning of the Plant Area of the Norris Grain Company in Chicago Makes Possible Unlimited Expansion to Meet Whatever Needs Arise in the Future Growth of the Business

WHEN an elevator builds an addition of 1,200,000 bushels to a house which already had a capacity of 1,250,000 bushels, it would appear as if the future were pretty well taken care of. But the Norris Grain Company of Chicago is looking farther into the future than that. It has provided, not only for greater expansion, but has also planned for any emergency which might arise. This is in line with a policy established way back in the first decade of this century when the company purchased the Merritt Elevator at 98th street and the Calumet River on the Pennsylvania and the Indiana Harbor Belt Railways.

The elevator was of the old type with a capacity

cided to double the storage. At the same time they began to realize that the plant lacked several features which it should have and the problem of providing new present storage and anticipating future needs was put up to James Stewart & Co., construction engineers of Chicago. C. D. Stephens was consulting engineer and laid out the new tracks.

The problem was as interesting from the engineering standpoint as it was difficult. The dock was old and worn and was irregular in outline, trackage was inadequate, handling facilities were cramped, and most important of all perhaps, an explosion or fire in the old elevator would put the whole plant out of commission indefinitely. These

was straightened and a new concrete wharf 800 feet long replaced the worn wooden dock that had served so many years.

In planning the new storage tanks a supplementary leg was provided, with a capacity of 20,000 bushels an hour. There is also an independent hopper scale below the elevator head. This leg connects by direct conveyors to the new car dumps on the added tracks. Grain can be sent direct to storage this way without going to the headhouse at all. But a reversible conveyor makes it possible to send grain from the new car dumps to the old elevator, and from there distributed to storage. The leg in the new addition can also serve as a



NEW STORAGE ANNEX FOR THE PLANT OF THE NORRIS GRAIN COMPANY, CHICAGO, ILL.

of half a million bushels, and its admirable location for receiving grain and for shipping either by boat or rail made it a most desirable purchase. In 1914 the increased business of the company made the plant quite inadequate and a battery of 20 storage tanks was added. This gave new capacity of 750,000 bushels. Grain was brought from the old elevator to the tanks by a 50-foot gallery in which was a 36-inch conveyor belt. Under the tanks were two tunnels each with a 36-inch conveyor.

Last year the capacity was again found unequal to the demands put upon it and the company de-

were the conditions which the Stewart organization had to face, and the way each obstacle was overcome speaks highly for the engineers' skill.

A careful survey of the property showed that more land was essential to provide the much needed additional trackage, and to assure space for further additions to storage or for the construction of a new headhouse. To that end 6½ acres adjoining the property were acquired and the two tracks with their extremely limited switching facilities, were supplemented by two new tracks with an independent car dump on each, and greatly augmented switching tracks. The old dock line

shipping leg, receiving grain from storage and shipping either to cars or to vessels. The four tanks adjacent to the leg spout directly to the boat without recourse to the conveyor.

By this arrangement the handling facilities of the plant are increased by 20,000 bushels an hour, grain can be turned in storage without going to the headhouse, and in case of damage to or destruction of the working house, grain could be handled as quickly as the debris could be cleared from the tracks and a temporary gallery to the dock erected inside of 10 days. This is a great protection to the operations of the Norris Grain Company and gives

them a sense of security they were far from feeling before.

The new storage consists of a battery of 32 cylindrical tanks parallel to and adjoining the old battery, and a continuation of the old battery, making the two units practically the same size. These, with the interstice bins, provide 1,200,000 bushels of new storage. In the gallery above the new tanks are two conveyor belts, 42 inches in width. The gallery adjoins and connects with the gallery above the old tanks. It has generous window space for light and ventilation, both from the sides and from skylights above, so that there could not well be any great accumulation of pressure in the galleries.

The storage tanks are all built with the steel hoppers bottoms on the plan devised by the Stewart company. This permits of an open and well ventilated basement instead of the usual confined tunnel. In spite of the fact that the railroad embankment is closed to the storage tanks and high above the ground level, the windows in the basement admit as much light as usually is found in upper galleries. This also is a great protection in the prevention of accumulated pressures. The cylindrical tanks are directly over the conveyors while the interstice bins feed through spouts. The Weller Manufacturing Company furnished the conveying equipment and

15,000 bushels of dump grain daily. They are operated by an independent engine placed beneath the driers. This engine not only runs the drier, but also two elevator legs which are located between the drier and the headhouse. The drier may be run day or night whether the main house is operated or not.



VIEW SHOWING OLD NORRIS PLANT AND NEW STORAGE UNIT

The new layout of the plant provides much greater flexibility and there is now room to expand the storage space almost indefinitely. This expansion can take place using the present working house, or in event a new headhouse is necessary, it can be erected and made a part of the present storage system without replanning or doing more than changing the direction of the galleries. In fact the Norris Grain Company is in position as never before to be of service and in its new equipment and plans can look far into the future with confidence of being able to meet any situation.

FIX-UP TIME

BY TRAVELER

The period of a couple months preceding harvest time is when the elevator man ought to look around and see what things need fixing up. At that time you are usually restless and worrying about business being so slow, and a good way to get your mind off your troubles is to have it occupied improving your plant. It is always time well spent, because you'll be surprised to find how many things need a little attention and have escaped your notice simply because you've been looking at them every day without seeing them. When you set about fixing things up, your mind gets centered on that kind of work and one thing shows up after another.



CONVEYOR GALLERY OVER NEW AND OLD STORAGE

the spouting for the new storage as they did for the old. The belting is the Maltese Cross brand of the Gutta Percha & Rubber Manufacturing Company. In the workhouse there are 374 feet of 38-inch 4-ply belting. In the storage house there are 1,915 feet of 42-inch 4-ply belting and 798 feet of 36-inch 4-ply belting. The track shed has requirements for 102 feet of 42-inch 4-ply belting and the dock 212 feet of 42-inch 4-ply belting, making a total for the plant of 3,401 feet. The entire plant is driven by electric power, Fairbanks Morse Motors furnishing the power in the new plant. Except for the scale and the elevating and conveying equipment, the new annex has no machinery, but, the old working house is well equipped to handle it all with full efficiency.

The elevator covers an area of 140x85 feet, so that there is ample floor space for the four No. 9 Monitor Oat Clippers, two No. 9 Monitor Separators and any new machines that may be needed in the future. The plant equipment also includes two No. 6 Hess Driers and Coolers, each with capacity for drying

not be tight enough to exclude the cold winter air. This can easily be remedied by boarding or banking up. Maybe the remedy is a new floor or a covering of linoleum.

The side walls can be made tight and warm by covering the inside with fiber board. This also acts to keep out dust. Perhaps, during the winter, the stove-pipe got overheated and singed the wall where it enters the chimney. A generous square of metal put around this may prevent a serious fire the next time this occurs.

Now that you have the office, itself, comfortable you might look at the furnishings. That old chair that was broken when someone leaned back in it, could be repaired or replaced with a new one. Perhaps your desk is placed in the wrong position as regards light. You are injuring your eyesight and working at a disadvantage if this is so. Your desk-room should be enclosed or partitioned off from the rest of the office, so as to keep over-curious farmers from looking over your shoulder when are making up your neighbor's account.

Some elevator men have very crude records, when a little thought given to the subject would work out a simple

accounting system suitable to their individual needs. Something very simple, but accurate and involving the least bookkeeping, is all that the average elevator man requires.



STEEL HOPPERS UNDER TANKS

The office, where possible, should adjoin the driveway, and in that case the scale-beam should be inside, especially where an extra man is employed. In the winter time, it would be hard to find a more drafty place than the driveway of an elevator, and many an elevator man can trace serious colds to that source. When the beam is inside the office, the weighing can be done in comfort and with greater accuracy, and that part of the scale, at least, will be kept in better condition and last longer.

The approaches to the driveway should be looked over. They may need grading up, or perhaps ruts have formed which should be filled in with crushed stone. A farmer appreciates an easy grade to an elevator, and some avoid an elevator where the approaches are in bad condition.

If the motive power is a gas engine, it should be overhauled. Perhaps when loading a car it has been necessary to stop and clear a choke-up several times, because the engine has slowed down under a heavy load. The whole trouble may be due to

faulty valves, which only require grinding to restore the engine to its old time efficiency.

Shafts and pulleys may need lining up. When these are out of line they cause belts to slip off, and also cause transmission rope to wear out, due to whipping from side to side. A shaft out of line will also soon wear out the babbitt in the boxings. Loose belts should also be tightened up and relaced. A loose belt is always a needless waste of power.

Broken window lights should be replaced with new ones. A broken or missing window light invites sparks from a locomotive, and a spark from a locomotive may mean a serious fire.

There are numerous other things which may require attention and which will suggest themselves to the elevator man who is on the lookout. But the point is that the time to look for these things is when your mind is not harried with other important work and when you can spare the time to give them the needed attention.

DIVIDING THE PRICE OF GRAIN

The Minneapolis Chamber of Commerce recently issued a chart which contains facts well known to the average grain dealer, but which many farmers do not know or refuse to acknowledge. If you have any demagogic pests in your neighborhood who continually rant at the way farmers are robbed, you might show him the chart below and the explanation of it which follows:

This chart shows that of the Minneapolis price the farmer would receive at the farmers co-operative or line house local elevator at Jamestown, N. D., \$1.05 per bushel—that the farmers or line house local elevator would receive 7 cents per

higher than the grades secured by the local elevators when the grain arrives at Minneapolis and Duluth.

The 2 cents allowed for terminal expenses is intended to cover the commission of 1½ cents per bushel charged by the grain commission merchant at Minneapolis for selling the wheat on its arrival at Minneapolis, also ¼ cent per bushel charged by the dealer in "futures" who buys and sells the wheat future as a hedge for the farmers' elevator company, also the state weighing and inspection fees, etc.

For the 1½ cents commission, the cash grain commission merchant must not only sell the wheat for the best possible price but he must keep the farmers' elevator constantly advised as to values at Minneapolis and other terminal markets, and must call for re-inspection and appeal when he considers that the grain is not correctly graded. Grain commission merchants usually supply the farmers' elevator companies with the money with which to buy the grain, and at rates of interest lower than the elevator company would be required to pay elsewhere. These commission merchants are licensed by the Railroad & Warehouse Commission of Minnesota, and heavily bonded for the protection of the shipper.

The dealer in "futures" charges ¼ cent per bushel for selling the "future" as a "hedge" for the farmers' elevator company, carrying this hedge until the cash wheat arrives at Minneapolis and is sold and then "buying in" the hedge.

A wheat grower in the Northwest has many methods of marketing open to him. He can sell his No. 1 Northern wheat to the local farmers elevator or "line house" elevator for cash, in which case he would receive the Minneapolis or Duluth

a loss through a fall in the price or the chance of a gain through a rise in the price.

This speculative risk is not lessened by "pooling." Farmers who "pool" their wheat simply enter into a "joint speculation." A 100 per cent pooling plan is a 100 per cent speculative plan. Instead of speculating on his own wheat a farmer who "pools" his wheat simply turns it over to others to speculate with. A farmer considering signing a five year pooling contract might do well to first inquire as to the results secured by those who have joined "wheat pools" in the Northwest during recent years.

ONE WAY OF MEASURING GRAIN PRODUCTION

The rapidity with which a single seed or head of grain reproduces its kind and becomes established as a variety has made possible the great improvement in many of our crops within a comparatively short time. The story of the development of Albion oats (Iowa No. 103) from a single head selected in 1906 emphasizes the enormous value that can be attached to the finding of a single superior plant that has desired characteristics. The original selection of a single head in the experimental plats at the Iowa Agricultural Experiment Station in 1906 was made primarily because of the whiteness of the grain as contrasted with the yellow hulls of Kherson, the variety from which it was selected. The first distribution of seed was made to farmers in 1913. Six years later, in 1919, the United States Department of Agriculture estimated from reports received in response to a questionnaire that the variety was grown that year on 1,500,000 acres. Tests made in 1913 to 1917 by 268 farmers showed the yield of this

FARMER'S SHARE OF TERMINAL ELEVATOR PRICE \$1.05 PER BUSHEL

Elevator's
Share
\$0.07

Railroad's
Share
\$0.12

With No. 1 Dark Northern Wheat \$1.24 per bushel at Minneapolis, the farmer at Jamestown, N. D., receives \$1.05; Local Elevator Charges: Railroad Receives 12 Cents. (Diagram only approximates the farmer's proportion.)

bushel, the present gross buying margin, that the railroad would receive 12 cents per bushel for transporting this wheat to Minneapolis; these three amounts added together equalling the cash value of 1 Dark Northern Wheat of that quality at Minneapolis on that date, based on the closing cash prices.

Those who might think that the 7 cent gross margin taken by the farmers co-operative local elevator is large, should remember that this seven cents must cover the following items: First, this 7 cents is divided up as follows: The farmer elevator companies allow 5 cents of this to cover the local expenses at the station and 2 cents to cover the terminal expense at Minneapolis.

The 5 cents for local expenses must cover the salary of the elevator manager, the local taxes on the elevator, the repairs to the elevator, the gasoline used by the engine, losses in grades, insurance on the elevator and the grain in the elevator, freight on the dirt or dockage in the grain shipped, interest on money borrowed, etc. Whether the 5 cents is sufficient to cover these items and show a reasonable profit on the investment depends largely on the volume of business handled and on the efficiency of the manager.

The recent report of the Federal Trade Commission on the Country Grain Marketing states that the gross buying margin of No. 1 Northern Wheat at farmers' co-operative elevators during the five crop years from 1912-17 was 6.39 cents per bushel and that the gross buying margin of "line" elevators at country stations during the same period was 5.39 cents per bushel.

It is a well known fact that local elevators at country stations, owing to competitive conditions, tend to over-grade the grain they purchase, and for many years the records of the State Inspection Department show that the country elevators show a loss of grades at the terminal market,—that is, that year after year the grades allowed to the farmer at the country station by the local elevators are

values less freight and 7 cents, the gross buying margin at the elevator.

Or he can store the wheat in the local elevator and secure an advance of 75 per cent of its value from the local elevator company at a very reasonable rate of interest—at present about 6 per cent. Or he can load his wheat into a car himself and ship it to Minneapolis to any licensed and bonded grain commission merchant to be sold "on arrival," and he will then secure the full Minneapolis market price, less freight, 1½ cents commission, and the fees charged by the State of Minnesota for inspection and weighing.

Or he can have the local elevator load his wheat into a car, and in North Dakota, South Dakota and Minnesota, at present the maximum charge permitted by law is 2 cents per bushel. In this case he avoids the troubles of loading his own car and receives the full Minneapolis market value less 2 cents per bushel local elevator charge, freight, 1½ cents commission, and state inspection and weighing fees.

Or if he wishes to store his wheat at Minneapolis he can have his wheat placed in any one of 32 large public terminal elevators, having a total storage capacity of over 38,000,000 bushels. His wheat will be inspected or graded into these elevators by state or Federal inspectors, will be weighed in and out by state weighmen, and will be inspected out by state inspectors. These public terminals are heavily bonded, and the maximum legal charge they can make is 1½ cents per bushel, for elevating into the elevator and later loading out, and 15 days' storage. After 15 days the maximum charge permitted by law is 1-30th of a cent per bushel per day. The farmer would receive a terminal warehouse receipt in this case, and this form of "collateral" is so valuable that he could borrow probably 90 per cent of its value at the lowest going rates of interest.

The farmer who holds his wheat on his farm "speculates" upon it. That is, he runs the risk of

variety to average 4½ bushels more per acre than the varieties commonly grown. An increased production of 6,750,000 bushels in one year might thus be attributed to the finding of this original head and to the recognition of its value 13 years before.

Plant explorers for the United States Department of Agriculture are searching in many parts of the world for new plants that may be adapted to conditions in this country. By going to the native home of these plants where they have thrived for ages it is believed that varieties may be found which are naturally resistant to diseases of various kinds and to unfavorable conditions because of their survival through years of adversity.

THE ANNUAL BARBERRY CONFERENCE

Black stem rust in the north central area of the United States is doomed. Its ravages have not yet been controlled and it may continue to persist in certain sections for several seasons but eventually it will disappear in the grain growing regions of this country as it has in Western Europe.

These were the conclusions reached by Federal and state leaders in the barberry eradication campaign at their recent annual conference at Urbana, Ill. They expressed absolute confidence in their ability finally to get rid of all the common barberries in the Spring wheat states. They are convinced, beyond a doubt, that rust is due to the presence of the barberry. Accordingly they feel sure that they are on the road to solving a problem that for many years has been the despair of northern grain growers.

There is plenty of evidence to support the contention that the barberry is responsible for the damage caused by black stem rust and that the removal of these evil bushes will reduce the losses. Until recently, however, there was some doubt as to the physical possibility of getting out all of the bushes in the north central territory. Now there

is no question about it. Enough progress was made last season to assure leaders in the movement of the feasibility of the proposition. This year they have enough money to continue the drive with unabated vigor. They are confident of success.

By the end of 1923 the original barberry survey will be completed in eight northern states between the Mississippi and the Rocky Mountains. This means that every city, farm and town in that territory will have been visited by Government and state agents in search of barberries, and that all the bushes found will have been removed. In the five eastern states in the eradication area progress will not be so rapid and it will be several seasons before they will finally be cleaned up.

To prove that barberry eradication is the solution of the rust problem every state in the Spring wheat group has records of a number of cases in which the removal of barberries in limited localities resulted in a reduction of the rust losses. It does not follow that these localities are necessarily immune from general epidemics because it has been found that rust spores may be blown many miles from the vicinity of the barberries to infect distant fields of grain. However, the thorough eradication of the barberries from a given neighborhood protects cereal crops in the immediate vicinity from damage they might otherwise suffer.

"Not only can one barberry bush cause a loss of \$10,000 in a single year but it produces seeds from

which more bushes grow," says Dr. E. C. Stakman of the United States Department of Agriculture. "Still there are those in the United States who think barberry eradication either impossible or useless."

A single bush can cause extensive loss, and there is at least one instance on record where a loss of \$12,520 was caused by one bush. A special study to determine the extent of infection and loss from a single bush was made by one of the state leaders of barberry eradication. The outbreak of stem rust which started from a known bush traveled in one direction, at least, for about 5 miles. The total wheat area affected on 18 different farms was 963 acres. An average yield of only 8.1 bushels per acre was obtained, while it was estimated that had there been no loss from rust infection the average yield would have been 21.4 bushels. The average yield for that year was only 37 per cent of what it would have been without the black stem rust, or a total loss in yield of 12,520 bushels. At a dollar a bushel the combined money loss from this single bush in this one direction was \$12,520 or an average loss to each farmer of \$696 worth of wheat.

The total damage each year from black stem rust can only be guessed, but it is enormous. The expense incurred by nation and states is only a fraction of the annual saving which total eradication will bring about. No Government expenditure is made to better purpose.

such clearing house organization, and the members of such organization may be relieved from making individual reports, to the extent that the clearing house organization supplies the facts called for by these regulations.

Except when otherwise permitted in writing by the Grain Futures Administration, the reports shall be made as soon as possible after the close of the market on each business day, and, in any event, before 8:00 a. m. on the next following business day. Each contract market shall deliver such reports or cause them to be delivered at the office, if any, of the Grain Futures Administration in the city where such contract market is located, or, if there be no such office, shall mail such reports or cause them to be mailed in accordance with the instructions of the officer in charge of the Grain Futures Administration.

Each report shall state the period covered, shall include all contracts of sale of grain for future delivery made on or subject to the rules of such board by or through its members, and shall show the facts specified in this regulation separately for each kind of grain, each delivery month, and every trading member whose name appears as seller or as buyer of such contracts. Each report shall include the following facts:

(a) the net position at the beginning of the period covered by the report;

(b) the quantity of grain purchased and the quantity of grain sold on such contracts during the period covered by the report;

(c) the quantity of grain delivered and the quantity of grain received on such contracts during the period covered by the report;

(d) the quantity of grain covered by contracts settled in some other manner during the period covered by the report, stating each kind of settlement separately;

(e) the net position at the end of the period covered by the report; and

(f) the net position at the end of the period covered by the report of each separate account carried by the trading member for whom the report is made, when such net position amounts to 200,000 bushels or more of wheat, corn, or oats, or 50,000 bushels or more of rye, barley, flax, or sorghum for any one delivery month, together with the aggregate of all "long" and the aggregate of all "short" accounts carried by such trading member at the end of the period covered by the report.

For the purposes of item (f), a distinguishing numerical designation shall be used instead of the name of any person, but the name and address of such person shall be given upon request to a representative of the Grain Futures Administration authorized for the purpose by the officer in charge thereof. Such designation shall always be used for the same person and not for any other person and may be changed only by or with the approval of such representative.

4. Each member of a contract market shall, in accordance with the requirements of subdivision (b) of section 4 and subdivision (b) of section 5 of the Act, keep the records required thereby with respect to transactions for future delivery and cash transactions, in chronological order in such manner as to be readily accessible, and shall exhibit the same for inspection, or shall furnish true information as to the contents or the meaning thereof, when requested by a representative of the United States Department of Agriculture authorized for the purpose by the officer in charge of the Grain Futures Administration. Each member shall when and as requested by such representative of the Department of Agriculture make reports showing the car initial and car number, the kind, the grade, and the price of grain sold by such member in the cash grain market. The records as to transactions for future delivery shall be so kept as to show whether or not the persons for whom such transactions are executed by each member are engaged in the cash grain business.

5. No representative of the Department of Agriculture shall, without the consent of the member,

Regulating the Grain Exchanges

Proposed Rules and Regulations of the Secretary of Agriculture for Carrying Out the Provisions of the Grain Futures Act

THE draft of proposed rules and regulations of the Secretary of Agriculture for carrying out provisions of the Grain Futures Act of September 21, 1922, with respect to "Contract Markets," is found below.

This draft is not final, but is submitted solely as a basis for consideration by the exchanges and by members of the grain trade, including those interested in both the future and cash grain markets, together with millers and other manufacturers of grain products, elevator operators, producers and others interested in the marketing of grain and grain products.

No hearings on these proposed regulations will be held unless upon later consideration such action is deemed necessary. In the meantime, it is desired that everyone interested shall examine these proposed regulations with care and submit his recommendations in writing.

The Grain Futures Administration now has offices in Minneapolis and Chicago, in addition to its headquarters in Washington. The office in Minneapolis is located in room 1024 Flour Exchange Building and is in the charge of J. R. Mathewson, Grain Exchange Supervisor. The office at Chicago is located in room 717 Postal Telegraph Building and is in the charge of Dr. J. W. T. Duvel, Grain Exchange Supervisor.

Those who desire may submit their comments in writing to either of these offices or to the Washington office, but it is preferred that as a matter of convenience all such communications be addressed to the Chicago office and that those who desire any information concerning the contents of these regulations communicate directly with Dr. Duvel.

It is the intention of the Grain Futures Administration to proceed as rapidly as possible with the development of the administration of the Grain Futures Act, and to that end prompt action will be taken upon the proposed rules and regulations.

RULES AND REGULATIONS

1. These rules and regulations are made and prescribed with respect to contract markets under the Grain Futures Act of September 21, 1922, a copy of which is hereto annexed. These rules and regulations shall apply and be enforced only in accordance with and subject to the provisions of said Act, and shall not prevent the legitimate application or enforcement of any valid by-law, rule, regulation, or requirement of any contract market

which is not inconsistent or in conflict with the Act and these rules and regulations.

2. For the purposes of these rules and regulations, unless the context otherwise require,

(a) words in the singular form import the plural and vice versa, as the case may demand,

(b) "person" includes individuals, associations, partnerships, corporations, and trusts,

(c) the act, omission, or failure of any official, agent, or other person acting for any individual, association, partnership, corporation, or trust, within the scope of his employment or office, shall be deemed the act, omission, or failure of such individual, association, partnership, corporation, or trust as well as of such official, agent or other person,

(d) "grain" means wheat, corn, oats, barley, rye, flax and sorghum,

(e) "future delivery" does not include any sale of cash grain for deferred shipment or delivery,

(f) "board of trade" means any exchange or association, whether incorporated or unincorporated, of persons who shall be engaged in the business of buying or selling grain or receiving the same for sale on consignment,

(g) "contract market" means a board of trade designated by the Secretary of Agriculture as a contract market under the Grain Futures Act,

(h) "contract of sale" includes sales, agreements of sale, and agreements to sell,

(i) "delivery month" means the month of delivery specified in a contract of sale of grain for future delivery, and

(j) "Grain Futures Administration" means the officer or officers designated by the Secretary of Agriculture to carry out the provisions of the Grain Futures Act.

3. Each contract market shall make or cause to be made by its members, reports to the Grain Futures Administration showing the facts specified in this regulation upon forms furnished for the purpose by the Grain Futures Administration. If such contract market has a clearing house organization which obtains and keeps reliable reports and records, reports may be accepted from

divulge or make known in any manner, except in so far as such representative may be required in order to perform his official duties or by a court of competent jurisdiction, any facts or information regarding the business of a member of a contract market which may come to the knowledge of such representative through any inspection or examination of the reports or records of, or through any information given by, such member pursuant to the Act and these rules and regulations.

6. Each contract market shall, not later than the first business day of each month, furnish to the office of the Grain Futures Administration to which other reports are made a report showing all changes in membership or by-laws, rules, or regulations, and any official orders or announcements of the board of trade, not yet reported.

7. Each member of a contract market shall furnish, or cause to be furnished or exhibited, to the governing board of such contract market when requested by it, or to the officer in charge of the Grain Futures Administration or his representative when requested by him, a true copy of any report, circular, letter or telegram published or given general circulation by such member concerning crop or market information or conditions that affect or tend to affect the price of commodities, and the true source or authority of such member for the information therein contained.

8. Every member of a contract market shall promptly report to the governing board of such contract market and to the officer in charge of the Grain Futures Administration, or his representative, all information in the possession of such member relating to any attempted manipulation of prices or corner of any grain by the dealers or operators upon such board.

DO FIGURES LIE?

A writer in the April issue of the *Country Gentleman* answers the above question in an article which he calls "Figures Do Lie." He quotes the U. S. Departments of Agriculture and Commerce to prove his assertion. According to quotations made by the author, the Department of Agriculture, from a careful analysis of its own figures, has arrived at the conclusion that the farmer's dollar is worth only 69 cents, while Mr. Hoover's department, with the same painstaking effort, calculates that the farmer's dollar is worth \$1.02.

This article was called to Mr. Hoover's attention and he replied as follows:

"Most of the appearance of conflict in calculations of this character result from differences in starting points and method but arrive at much the same conclusions. They are, in fact, intended only to illustrate economic tendencies. The real point in all this discussion is the relative deflation in agriculture to that in other industries. There is no divergence between the departments as to this fundamental question. The statistical studies of both departments reach the same end, that is, the farmer is in a position of inequality in purchasing power as compared with other industries.

"As no statistics of this character have been published by this Department, I presume you refer to some calculations made by the Census Bureau for the purpose of departmental conferences on other questions. These calculations incidentally included some estimates of the purchasing value of the agricultural production of the country as a whole, whereas the publications of the Department of Agriculture contained calculations made from the point of view of the purchasing power of the individual farmer. So far as the essential question of relative deflation is concerned the conclusions are the same although the statistical approach is different."

Another note was introduced into the controversy, O. L. Deming, writing in the *New York Journal of Commerce*:

"Evidently there is something radically wrong with these estimates; one or the other is glaringly in error and the reaction casts a grave suspicion regarding the responsibility and accuracy of the statistics issued by both departments. The spread

between 69 cents and \$1.02 is far too great to charge the difference to error in calculation. Evidently the difference is due to arbitrary methods of procedure with the strong probability that neither is correct. And this again brings up the point that theoretical statisticians invariably are a rule to themselves and work out their statistics while laboring under and being dominated by a personal viewpoint analysis which develops their opinions, or prejudices, without disclosing the desired facts needed by the truth seeker. The most difficult thing in the economic world today is to get facts free from personal bias or prejudice. It is patent that most of the statistics in the economical world are based on a predigested idea or ideas of the person or persons compiling them."

SLEEPY EYE IS WIDE AWAKE

About a year ago Edward F. Berkner of Sleepy Eye, Minn., lost his elevator by fire. It was a good house and served its purpose well, but Mr. Berkner, immediately determined to have a better one, and plans were made and construction started as soon as the debris from the old plant could be cleared away.

In building this new elevator no expense was spared by the owner to assure himself that he would have one of the very best and most completely equipped elevators in the Northwest. In designing this elevator the engineers departed from

thereby avoiding choke-ups. The power is furnished by motors, nine in all being used. In transmitting the power from the motors to the different legs, silent chain drives were used, giving the owner a plant that can be operated as separate units if desired.

For shipping purposes two direct spouts leading to cars on track are located in the building and grain is shipped through an automatic 2,000-bushel per hour capacity scale. In the driveway two 10-ton truck dump scales are used for receiving grain. The scales are both equipped with automatic dumps.

The whole plant is covered with galvanized iron and presents a very neat appearance. An office building attached to the driveway is fully equipped with office fixtures and is used by the local manager of the elevator, Joe Seifert, who has two able assistants under him.

On the west side of the elevator there is located a flour house, specially constructed along sanitary lines for storing flour, feed, etc. In addition to this flour house, a building is equipped for grinding feed, having special equipment for this purpose, a large 22-inch Monarch Attrition Mill, made by Sprout, Waldron & Co., Muncy, Pa., being used in connection. Power for this mill is furnished by two 20-horsepower motors. All motors in this building are the ball-bearing type motors as manufactured by the Fairbanks-Morse Company.

All of the 21 bins in the elevator are equipped with a bin alarm system which notifies the op-



PLANT OF EDWARD F. BERKNER, SLEEPY EYE, MINN.

the standard type of construction, giving the owner a combination plant that allows him to handle ear corn as well as small grain through the same pits and to the different machines, carrying out six different operations at the same time,—none interfering with the other at any time.

In addition to the elevator which holds 30,000 bushels, corn cribs with a capacity of 14,000 bushels and a specially constructed flour house, a feed mill building and office were built attached to the main elevator building. All foundations are of the reinforced slab type. The approach to the driveway is ground level, there being no incline.

There are 21 bins in the elevator; the work floor is of the "H" type and the house contains six legs. Four of these legs run to the cupola, the other two being short legs serving the machines.

The corn cribs are fully equipped with machinery which delivers corn from the cribs to a large cleaner and sheller, which is located on the work floor in the elevator. The cobs from this sheller are delivered to specially constructed bins over the driveway enabling the owner to deliver cobs to the wagon by gravity. Spouting from this machine delivers shelled corn to a leg which in turn serves any one of the 21 bins in the elevator. The dust and other by-products from the machine are taken care of by a high powered fan which delivers into a specially built dust house.

All legs are equipped with an automatic back-stop which prevents the legs from backing up and

erator of the elevator when the bins are filled to capacity. This does away with all mixing of grain and choking up of legs when bins become full, which is usually the case when bins are not equipped in this manner.

Mr. Berkner's main offices are located in the State Bank Building at Sleepy Eye, and in addition to his grain business, he is interested in various banks throughout the Northwest. He carries on a large real estate business in addition to the above and one of his hobbies is the large modern stock farm from which he disposes of Aberdeen Angus cattle and pure bred Percherons.

The new elevator is a credit to Sleepy Eye, and much credit is due Mr. Berkner for an investment of this kind, and Sleepy Eye is proud of him.

EXPORT RECORDS

Exports of corn in 1922 reached the highest value ever recorded for that commodity, \$115,000,000, although the immense quantity shipped abroad last year, 164,000,000 bushels, fell somewhat short of the exports of 1897 and 1901. The 47,000,000 bushels of rye were exceeded once—in 1920. Exports of rolled oats and oatmeal for 1922 amounted to 114,000,000 pounds, equalled during the war years 1917 and 1918 and the boom year 1919. During 1922, 165,000,000 bushels of wheat were exported, a volume exceeded only four times—in 1914, 1915, 1920 and 1921.

THE CORN BORER

There are a lot of farmers and grain dealers who do not know the European Corn Borer by sight and who get panicky every time they see an ear worm or any other worm in their corn, or hops or hemp or broom corn or millet or even oats. All of these are happy hunting grounds for the corn borer, but corn is his first choice, preferably sweet corn, then flint and then dent.

The Ontario Department of Agriculture has just issued a bulletin on the corn borer, and it has some of the best pictures of the little beast we have seen, so we are reproducing some of them so you can get better acquainted.

They know a lot about the borer (*Pyrausta nubilalis*) in Ontario. In several fields in Elgin and Middlesex Counties, more than 200,000 insects have been found. Of course such fields were an entire loss. They were introduced into Ontario in 1909 in a shipment of broom corn from Austria. Massachusetts and New York welcomed the little strangers at about the same time or a little later, and now they have spread into several counties of Massachusetts, New York and Ohio, and into 23 counties of Ontario. They have become a menace to the entire corn crop of the country and will need watching constantly to keep from spreading farther. They are harder to control because they



THE CORN BORER'S WORK
At the left are specimens of full grown borers and their work in a corn stalk. At the right, a broken down tassel, showing the whitish castings which identify the borer's work.

can get along nicely without corn. Perhaps other diet may reduce their waist measure, but they can live on barnyard grass, pig weed and lambs quarters, and lay their eggs, when they can't get corn, in celery, beets, and such garden plants as dahlias and gladioli and also many weeds. The life history and description of the borer as observed in Ontario is as follows:

LIFE-HISTORY

The European corn borer, like most other insects, passes through four distinct stages in the course of its life. There is first, the adult, a moth; second, the eggs, which are laid by the moth; third, the larvae or borers which hatch from the eggs and do all the damage; and fourth, the pupa or resting stage into which the borers change when full grown, and from which the moths later emerge.

THE MOTHS

These are about three-quarters of an inch long, have a slender body, and a wing expanse of from one to one and a quarter inches. The females are cream colored with more or less of a brown tint and have three narrow wavy purplish-brown bands across the wings. The males are a little smaller than the females and are darker in color, being pale brown, blotched and banded with creamy yellow.

The moths come out in June and July. Wherever corn stalks are carried over in very dry places like barns, occasional moths continue to emerge from

these long after emergence in the field is over. For instance, from one barn of which records were kept, moths continued to emerge until September 4. The total, however, of these late-emerging moths, is small.

The number of male moths is a little larger than that of females. As far as observed, moths feed solely upon dew. They fly only at night, unless disturbed, and hide during the day on under-



ADULTS OF THE EUROPEAN CORN BORER

The light colored moth at the bottom is a female; the two above are males. The two lower ones have their wings in about the normal position. (About natural size.)

side of leaves of corn or other shelter. Wherever they emerge, they usually fly to nearby corn fields. Occasionally they may travel long distances either of their own accord or by being carried by strong winds. In the United States marked moths have been found 20 miles from where they were liberated. In case of light winds the direction of flight is usually against the wind.

The moths usually begin to lay eggs in from three to five days after emerging, but in rare cases from 1½ to eight days. The average is 400 to 600 eggs per moth but 1,210 have been counted. The average life of the female moth is from 15 to 17 days. The eggs are laid in small irregular clusters of from three to 40 eggs each. The eggs are circular, flat, glistening white, and overlap like fish scales. As they mature they become yellowish, and shortly before hatching the black heads of the borers within can be seen. With rare exceptions, the eggs are laid on the underside of corn leaves, generally at the point where the leaf bends over. This gives them shelter; which is necessary, because the direct rays of the sun would kill them. Practically every egg is fertile and nearly all of them hatch in from three to five days.

THE LARVAE

On hatching, the larvae are very small, only about one-sixteenth of an inch long. They grow rapidly and when full size are about one inch in length, smooth, pale brownish white or dirty white, sometimes with a pinkish tint. The head is dark brown and the body is spotted with numerous small brown dots. Partly grown or small larvae are usually lighter in color with much the same marking. The larvae eat the tender leaves, but soon make their way to the unfolding leaves and tassel and bore into the center. As the tassel develops some enter its stem and by tunneling cause it to



PUPA OF A CORN BORER IN STALK
Stalk opened to show pupa within. About natural size.

drop over. Others go down the main stem. The sawdust-like castings at the joint or node where the leaf sheaf envelopes the stem, a favorite place of entry, is one of the easiest ways of recognizing infestation. In the ears the larvae eat out areas among the kernels and often bore into the cob itself. Cob injury is greatest in sweet corn. As they get older the larvae wander to other stalks or weeds.

The insect winters only as full grown larvae or borers. They reach this full grown stage usually by the middle of August, and then stop feeding and

migrating and prepare for winter. Their winter quarters are the burrows inside the plants where they have been feeding. Hence they winter in any part of the corn large enough to contain a burrow or in any of the weeds which they may have entered in their wanderings. Here each borer simply spins a little silk around itself, and then, unless disturbed or forced by excessive moisture or some other cause to seek new quarters, remains until the next spring, when it cuts a hole for emerging later as a moth, and then pupates.

Thus it will be seen that this insect passes most of its life in the larval stage, which lasts from about July one year to June the next year, or nearly 11 months.

THE PUPA

The larvae begin to pupate in their winter quarters about the first of June. The pupae are about three-quarters of an inch long, cigar-shaped, and vary in color from pale yellowish brown to dark reddish brown. As a rule between 80 per cent and 90 per cent of the larvae have changed to pupae by the middle of June. The pupal stage lasts from about 11 to 14 days and at the end of this period the moths emerge.

In conclusion, we advocate the increased use of the silo; the destruction by burning of all refuse corn stalks and cobs; the complete plowing under



BORERS AND THEIR WORK IN STUBBLE
Note that some of this work would be below ground. About two-thirds natural size.

of all refuse on the corn field; and the planting of the new crop as late as possible with a small trap crop as early as possible.

INCREASE THE PROTEIN OF WHEAT

That millers and grain dealers are willing to pay a premium for high protein wheat is shown by the fact that Dark Hard Winter wheat at the principal markets sells for several cents per bushel above Yellow Hard wheat of the same grade. Dark Hard wheat on the average contains considerably more protein than Yellow Hard. The quality of protein must also be considered but this does not alter the conclusion that in general it is to the growers advantage to produce high protein wheat. Just how to do so, however, is a different matter.

Most authorities agree, says H. M. Bainer, that three things are essential in producing high protein wheat; viz.: (1) a favorable climate and season, (2) a soil rich in nitrogen, and (3) a suitable variety. The climate and the season are beyond control and all varieties generally grown in the Southwest are capable of producing a high protein wheat if other conditions are satisfactory. The only practical thing that can be done, therefore, is to see that the soil is well supplied with available nitrogen.

The most generally practical way to insure an adequate supply of nitrogen is to grow wheat in rotation with legumes such as Alfalfa and Sweet Clover and prepare the ground early. A top dressing of barnyard manure will help and in most

cases will also increase the yield if applied judiciously and not too much at a time. July or early August preparation of the ground has the most marked and immediate effect of anything that can be done and as numerous experiments in Kansas, Oklahoma and Nebraska have shown, it will also increase the yield.

VANCOUVER PLANS BIG DEVELOPMENT

If plans materialize, Vancouver, B. C. will soon be an important factor in Canada's export trade in grain. Col. G. H. Kirkpatrick, chairman of the Harbor Board, recently reported on these plans and how the appropriations had already been used. When the work on which they are at present engaged is completed, he said, they would have two Government elevators with a total receiving capacity of 20 cars of grain an hour, and a total storage of 3,500,000 bushels. He also gave full information on the various projects in connection with the building of the Ballantyne Pier, grain jetties, fish wharves, log booming grounds, terminal railways and other harbor facilities.

Col. Kirkpatrick stated that the first loan to the Harbor Board was sanctioned four years ago. It was a loan of \$5,000,000 and was entirely expended. The second loan of \$5,000,000 was sanctioned this year and signed last week. The first thing to be done with the second loan was to complete the Ballantyne Pier, which, with cargo-handling appliances, sprinkler and wiring, would account for \$1,600,000. When the pier was first designed there was contemplated not only the structure as it was seen today, but two inshore quays. The estimated cost of that part of the work was considerably larger than the money available would allow, and it was decided not to complete those quays, nor the dredging necessary for adjacent berths.

It was proposed now to locate the new elevator on the east shore quay of Ballantyne Pier, continued Col. Kirkpatrick, and in order to make sure foundations for that elevator it would be necessary to complete the shore quay walls on that side, and also to dredge. That work would be commenced immediately and would cost \$250,000. Unfortunately, they had not sufficient money to complete similar work on the west side. That work would bring the cost of the Ballantyne Pier to approximately \$1,850,000. It was hoped that the pier would be completed late this year, probably in October.

They would have four deep-sea berths of 600 feet each and one of 250 feet. Each of the deep-sea berths would have a shed capable of storing 10,000 tons of cargo, or a total of 40,000 tons. He understood the new Canadian Pacific Pier would have a storage capacity of 24,000 tons. Those two additions would practically double the entire harbor shed capacity. The shed capacity at the present Government Pier was 16,000 tons.

The next project for which the money was required continued Col. Kirkpatrick, was to make extensions to the present Government elevator. In future it would be called No. 1 Elevator. Its present capacity was about 1,250,000 bushels, and it was proposed to make it a little over 2,000,000 bushels. The existing unloading capacity was six cars an hour and that would be increased, but by how much he was unable to say.

There would be an increase in the cleaning machinery which would be adjusted to clean about 60 per cent of the grain this year. At present there were four belts capable of delivering 15,000 bushels an hour, but only three of those belts could be used at any one time. It was intended to bring all the four into operation together, and that would necessitate the increasing of the berthing capacity at the pier. Twice the present berthing would be provided, and it was hoped also to construct a grain jetty. Unfortunately the Board's money had gone short again and that would have to be postponed. Without that jetty they would have to use the Government Pier as a grain pier. Those alterations and extensions would cost \$400,000. They hoped to have the work completed in October. Tenders were now being called for.

Reverting to the Ballantyne Pier, Col. Kirkpatrick

said the new elevator to be constructed there would be known as No. 2. It would have a receiving house and a storage house, on the east shore quay, between the pier and the Great Northern Piers, and an unloading house about 200 feet distant behind the Ballantyne Pier and just north of the C. P. R. tracks. There would be an unloading capacity of 12 cars an hour, storage capacity of 1,500,000 bushels, and facilities for cleaning 100 per cent of the grain.

They would construct a grain jetty which would have two berths, and four belts and would be capable of delivering bulk grain to two ships at one time, at the rate of 30,000 bushels an hour to each. The elevator would cost \$1,600,000, and the jetty \$600,000. It was hoped to have the new elevator ready by early next year.

YOU SHOULD HAVE ONE OF THESE!

The records of the Mutual Fire Prevention Bureau show that considerably over half of the flour mill and grain elevator fires start just after the plant has been closed down for the night and the operator has gone home. A careful examination of the property would have prevented nearly all of these fires.

To impress upon the owner or operator of the mill or elevator this possibility of fire, the Bureau has gotten out a new plate which we reproduce herewith. It is japanned metal, slightly larger than our illustration (the actual width is 3 1/4 inches), and is to be attached to the door, or door-jamb of the mill or elevator. There it will impress the man



A REMINDER FOR THE DOOR JAMB.

in charge, before he turns the key for the night, of the possibility of fire.

The idea, of course, is taken from the "Stop—have you left anything?" plates on hotel doors, but that does not detract from its value in the least. It should be on every door of every mill and grain elevator in the country. The plate is rust resistive and can be placed on the outside of the door above the keyhole if that is found to be the most conspicuous place.

The Mutual Fire Prevention Bureau will be glad to send these metal plates to every mill and elevator upon request. Write to them at 230 East Ohio street, Chicago, Ill.

INDUSTRIAL DUST HAZARD IN THE UNITED STATES

Many grain men and millers are prone to believe that the dust explosion hazard is confined to grain milling and handling plants. Such, however, is far from being the case. Practically all combustible dusts will explode; there have been explosions of powdered milk, fertilizer, rubber, soap, spice, sulphur, cocoa, cork, paper, aluminum and magnesium. The serious nature of these explosions is not fully appreciated by many of the industries in which a disastrous explosion has not yet occurred, remarked David J. Price, in charge of dust explosion investigations for the Bureau of Chemistry, before the Mid-year Safety Congress in Chicago last month.

There are more than 21,000 establishments in the United States, manufacturing products with a yearly value of about \$7,000,000,000, that are subject to the dust explosion hazard. Delegates to the congress were urged to advise all executives in

any industry affected, of the assistance offered by the Government in applying control methods in their various industries, and of the value of making prompt reports to the Bureau of Chemistry at Washington of any explosions that occur.

"JIM DUNN"

BY HOOZUS

Jim Dunn, who runs the elevator at Sperry Siding, says: "These here farmers certainly love each other. If they spent half as much time a'farmin' as they do a'tryin' t' do each other, th' ol' Farm Bureau wouldn't last a great spell.

"Th' other day, Judd Smoyer called me up, an' he says t' me, he says: 'Dunn, what ya payin' for corn?' 'How much ya got, Judd?' I says. 'Oh, jest a small load,' he says. 'Well,' I says, 'I could use a little grist for retailin' right now,' and I made him a extry price on it.

"A little later, Abe Worley called, an' I give him my reg'lar price. 'How much ya gonna haul, Abe?' I says. 'Oh, I ain't haulin' enny,' he says, 'I jest sold a small load t' a neighbor.'

"After while, Judd comes in with his load, an' I pays him th' extry price. In th' next few days I'm a'gettin' calls from diffrunt farmers wantin' t' know what I paid Judd for his corn, an' then I begins t' do a little investigatin' an' this is what I found out: Judd, he'd been a'sellin' his corn t' other farmers, an' they was t' settle on th' price he got when he sold th' balance t' th' elevator. They wasn't enny balance, so Judd he hought th' little jag from Abe, an' stuck him for th' diffrunce between th' reg'lar price an' th' extry price he got from me, an' then he made th' whole bunch settle at th' top figger.

"If Judd keeps progressin', he'll finely get t' be a real dirt farmer—or get a place on th' farm bloc or somethin'."

LITTLE TIPS FROM "JIM DUNN"

It's all right t' be friendly with your compet'ter, but watch him when he gets friendly with your customer.

There's two places where a elevator man oughta be most o' th' time. One is at his elevator, an' th' other is on th' right side o' th' market.

Jest because ya can't say somethin' good 'bout your compet'ter is one reason why he shouldn't get a chance t' say ennything had 'bout you.

There's a heap o' things ya've learned since ya been in th' grain bizness, an' another heap ya'll learn afore ya get out.

When ya see a elevator man a'figgerin' on old envelopes, with a pencil stub that wouldn't make a good crihbage peg, ya know he don't take no trade paper.

Allus pay th' other feller as ya would wish t' be paid hy.

A elevator is a windy place, ennyhow. Jest do things, an' let somehuddy else talk about it.

Paint is a mighty good thing for a elevator, but it won't take th' place of a piece o' metal that's been blowed off, ennymore than "hootch" will take th' place o' th' real "bottled in bond."

PROTEIN IN KANRED WHEAT

Not a few reports have been circulated adverse to Kanred wheat as compared with Turkey, Blackhull and other Hard Winter varieties in the matter of protein content. Discrimination against Kanred has sometimes been attempted on this ground of inferiority in protein. Experiments conducted prior to this year disapproved the claim that Kanred was deficient in protein. This year, however, authorities at the Kansas Experiment Station have again made comparisons.

Seventy samples of Kanred were secured from eastern and central Kansas and compared with other varieties from the same fields. In eastern Kansas the protein content of eight Kanred samples averaged 11.76 per cent and that of eight Blackhull samples, 11.71 per cent. In central Kansas the average protein content of the 18 Kanred samples was 12.39 per cent as against 11.78 per cent for Turkey, and 11.77 per cent for Blackhull.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., MAY 15, 1923

"EAT MORE WHEAT"

WELL directed propaganda is a tremendous force, as certain in its effect as the gradual wearing away of limestone rock under the steady drip of water. We may be indifferent at first to the appeal which the propaganda sets forth, but gradually we begin to believe and finally accept it as a matter of course. The length of time this takes depends on two factors: Volume of propaganda, and the general and immediate nature of the appeal.

The "Eat More Wheat" campaign, which has been started by the Millers National Federation and taken up by bakers, macaroni manufacturers and everyone else even remotely concerned, is strong in both of these particulars. Grain food manufacturers are large advertisers and taken all together cover the country with their publicity matter as thoroughly as any industry, with the possible exception of automobiles. They are practically all using the slogan of the campaign, and many of them are incorporating other matter besides. So much for the volume.

Thanks to the farm bloc in Congress and various other interests with axes to grind, the unfavorable condition of the farmers, particularly the grain farmers, has been brought home to nearly everyone in the country. It is no hard matter to show that this condition is largely the result of the low buying power of Europe, which prevents the absorption of our surplus grain. By eating a little more bread or other wheat product each day we could consume in this country our entire

surplus. The remedy for the condition, which indirectly affects all manufacturers and distributors, is so obvious and so simple that it will appeal to a great mass of the population and is bound to have an effect. Every grain dealer can assist this campaign by using the slogan in his advertising and observing it in his home, and all will benefit from the increase of prosperity which the farmer will enjoy.

A TRANSPORTATION CONFERENCE

GRADUALLY the American people are being made to realize how closely their well-being is associated with the prosperity of the railroads. The Chamber of Commerce of the United States has given the subject an important place in the agenda of its meeting; Mr. Hoover and Julius H. Barnes have urged co-operation with the transportation managers, instead of the general condemnation that has been dealt out in the past; and the railroads themselves have been using liberal newspaper space to inform the public the true condition of our transportation system. All this has had an appreciable effect, so much so in fact that the politicians whose chief ammunition has been railroad baiting, have become alarmed lest the public become too well informed and refuse to look upon these demagogues as disinterested champions of the people.

A closed conference has been called by these same politicians on May 25 and 26 at Chicago for the purpose of discussing valuations and other matters pertaining to railroads. The real object, no doubt, is to indulge in an orgy of half-truths, insinuations and deliberate falsehoods to bolster up their own political fences. We are beginning to get a little sense in transportation affairs; it is to be hoped that the political aspect of the conference will be given due consideration.

GRAIN EXCHANGES AND THE LAW

SO FAR as immediate effect is concerned, the Supreme Court Decision on the constitutionality of the Grain Futures Act has not caused a ripple on the commercial sea of grain. The ultimate effect has yet to be determined. No doubt many farmers and even some grain dealers have been surprised at the apparent tranquillity. Farmers were led to believe by some of the supporters of the Capper-Tincher Bill, which was enacted into law, that the Act would put the grain exchanges out of business and would do away with future trading. It must have been something of a shock to see the exchanges functioning as usual. On the other hand the pessimists in the trade expected that the exchanges would be hit a mortal blow and be at the mercy of the most extreme agitators in the American Farm Bureau Federation and the U. S. Grain Growers.

As a matter of fact the Grain Futures Act has possibilities for both good and bad. It will quiet the persistent farm agitation against the exchanges; it establishes beyond

question the legitimacy of future trading; it will make unnecessary the annual investigations by congressional committees or the Federal Trade Commission, as the Department of Agriculture will have all facts at its disposal; and it will make artificial congestion in any trading month extremely unlikely. So much can be said for the Act.

But there is another side to the picture. The administration of the grain exchanges by the Secretary of Agriculture puts the grain business definitely and permanently into politics. If grain prices are too low the congressional representatives of the farmers will be clamoring at the Secretary's door for relief through new "Regulations." If prices are high the consumers will be heard from, and it will take a genius of diplomacy to keep the course of economic integrity through the troubled waters.

The grain trade has faith in Secretary Wallace and his "Rules and Regulations," appearing on another page of this issue, indicate that he has no intention of making the law bear onerously on the trade. A radical in his office could easily make operations on the exchanges so difficult that no one would care to bear the burden, but that is a bridge which need not be crossed until we come to it. In the meantime: "Business as Usual."

EXPORT ELEVATORS

FOR many years grain shippers in the West have been clamoring for more elevator room on the Atlantic Seaboard to prevent the annual congestion which backs up the grain movement to western terminals and cripples the car supply by holding thousands of grain cars in the East waiting for a place to unload.

This condition will be remedied in large measure this year and next with the new plants already built and as the plans now under way become completed. Newport News is planning, and Norfolk, Va., already has a large new elevator; the B. & O. elevator at Baltimore, described in our last issue, will be started at once; a new elevator to be built by the Reading Railroad and enlargement of the Pennsylvania Elevator at Philadelphia will give that port 6,500,000 bushels added storage space; the Gowanus Bay Elevator in New York Harbor is now in operation and proposals are made to have several other transfer houses in New York State to operate in connection with the barge canal. The Montreal Harbor Commissioners are starting a new elevator there which will ultimately have a capacity of 10,000,000 bushels. These additions to the coast storage facilities will end any complaints from the interior and will be of marked advantage to the grain trade at large.

It is significant that all of these projects are being furthered by city or state governments or by railroads. The latter will operate them as an adjunct of their freight service and not as an independent venture for profit; the general public will be taxed to make up losses from the Government owned houses. Only in exceptional cases will con-

ditions warrant the investment of private capital in a terminal or export elevator. In the best of years profits are not as much as could be earned in other lines of endeavor, and when storage is idle it quickly eats up the chance for gain. For the movement of the grain crop, however, storage is necessary, and the trade can be grateful to these railroads and ports that are shouldering the great expense of building and operating terminal plants. They may not prevent congestion at all times, but they will do away with most of it and the improvement in shipping conditions will be manifest.

CROP PROSPECTS

CROP prospects improved materially during April, according to the report of the Department of Agriculture issued on May 8. While the percentage of abandoned wheat acreage reached the mark of 14.3, which was only exceeded once in six years, the condition of the growing grain improved nearly five points, from 75.2 in April to 80.1 on May 1. During the same period the condition of rye picked up from 81.8 to 85.1, indicating a crop of 74,510,000 bushels. Out of the 46,069,000 acres planted to wheat last fall only 39,750,000 acres remain to be harvested. Present condition indicates a yield of 14.5 bushels per acre, or a total Winter wheat harvest of 578,287,000 bushels as against 586,204,000 bushels harvested last year.

The winter losses in the wheat acreage are unevenly distributed among the states. Taking only those states whose acreage was 1,000,000 or over, we find that Pennsylvania lost 2.5 per cent; Ohio, 12.5; Indiana, 6; Illinois, 5.5; Missouri, 1.8; Nebraska, 25; Kansas, 28; Texas, 8; Oklahoma, 9; Colorado, 33; and Washington, 5. Missouri showed the smallest loss of any Winter wheat state, 1.8, while the greatest was in New Mexico, 50 per cent. In spite of the backward spring both plowing and planting of Spring wheat acreage is well ahead of last year.

RAISING RAISINS

CALIFORNIA indulged in general rejoicing when \$2,500,000 was raised by general subscription to keep the Sun-Maid Raisin Growers from going broke. The managing director made the following remarkable statement: "By the success of this refinancing campaign and the signing of the new contract, a great calamity has been averted and we now stand upon a safe foundation. The victory is not only a triumph for the Sun-Maid Raisin Growers, it is a triumph for co-operative marketing and a triumph for the State of California."

By practically cornering the raisin market, the Sun-Maid organization boosted the price so that every grower in the state increased his output to the limit of his acreage. As a result the company has been virtually smothered in raisins. Millions of dollars have been spent in advertising and still consumption could not be kept at the pace of production.

The refinancing has delayed, but it will not avert the inevitable end. The burden of increasing raisin production will swamp the pool.

If this is true with raisins, the world production of which is comparatively limited by climatic factors, imagine how a wheat pool would fare, dealing with a commodity that is grown in every part of the world and which, under the stimulation of a high return, could be almost doubled in volume in a single season.

A situation which calls for a \$2,500,000 public subscription may be a triumph for the pooling principle, but we imagine it will make a great many grain farmers sit up and take notice that even a sharp California lawyer cannot beat Nature's law.

THE TRANSPORTATION INSTITUTE

A PROGRAM which includes a thorough study of all means of transportation on land, in water and in air, to the end that the knowledge gained may prevent the costly seasonal shortages in transportation facilities, is the modest job that the National Transportation Institute has laid out for itself.

The Institute was formed in Chicago on April 25, with J. R. Howard, president; Edgar Clark, chairman of the Research Council, and Representative Sydney Anderson, vice-chairmen. Mr. Howard was formerly president of the American Farm Bureau Federation, Mr. Clark was on the Interstate Commerce Commission, and Mr. Anderson was chairman of the Congressional Joint Commission of Agricultural Inquiry. The Board of Directors includes prominent members from the leading business interests of the country, and the policy of the Institute is non-political and without favor or prejudice to any group or section.

The value of the program adopted can be immediately recognized, but we should not look for results in the immediate future. With the best of organizations the work cut out represents many months of labor and a considerable expenditure of money. How the funds are to be raised will no doubt be announced later when the work actually gets under way. Transportation affects every person in the country and no one can fail to welcome a serious attempt to study the problems it presents and to find a way for better co-ordination of all systems. We wish the Institute God-speed, but we cannot get excited over results until they begin to appear.

HOLDING ON TO PROSPERITY

ADDRESSING the U. S. Chamber of Commerce of New York, Herbert Hoover, on May 9, pointed out the ways of "Holding on to Prosperity." These ways include greater co-operation in employment, production, distribution and credits; increased efficiency in production; leveling of the employment curve by making public improvements in periods of depression when labor is not fully employed; by regarding our

recently acquired gold as temporary and not making encroachments upon it; balancing our agricultural surplus to foreign trade; by eliminating waste; by overcoming periodic transportation shortage; improving the functioning of the coal industry; and finally Mr. Hoover said:

Government has a definite relationship to it, not as an agency for production and distribution of commodities nor as an economic dictator, but as the greatest contributor in the determination of fact and of co-operation with industry and commerce in the solution of its problems. Such strategy in our country must be consummated by frank discussion by advanced public opinion and understanding with a full realization of a common goal. We have in America an economic and social system based on stimulation of individual initiative. Our ideal is to secure and to maintain an equality of opportunity to all. We have honestly sought over years to find methods by which we could curb those who would dominate the community, and thus stifle the initiative and opportunity of the greater numbers. Nor must we relax vigilance in this particular. But we have also in these times to fight that this initiative shall not be destroyed by those who would divert actual production and distribution into the hands of the Government. The exact line to be drawn in the curbing of people whose ambition is to interfere with the law of supply and demand to their profit without service to the community on the one hand, and the extinction of initiative by the heavy hand of Government on the other is at all times difficult to determine. Our goal in economic life is to do this great thing, to preserve individual initiative, an equality of opportunity, and thus a constantly advancing national standard of living.

It is something of a pleasant surprise to find that someone in Washington is still aware that the prosperity of this country has been developed through individual initiative, and that our future greatness depends upon the opportunities which we as individuals have for self development. Here is an echo of that all but forgotten promise to "Keep Government Out of Business." Perhaps it is a promise for better and wiser counsel in Congress; at least it revives our hope.

MAN WANTED—SKILLED AND EXPERIENCED

FOR AN administration which rode a landslide on the plank of "non-interference with European affairs," it is spending a surprising amount of time and thought on those very affairs which we repudiated two years ago. It all goes to show that the destinies of the country are broader than a plank.

Foreign entanglements are things to be avoided, theoretically, for they sound like politics. Practically, however, they are so bound up with trade and commerce, so interwoven with domestic prosperity, that we can no more avoid the issue than we can prevent the processes of digestion after swallowing a morsel of food. Our flag must follow our trade, or the trade suffers. We will have to take a stand one way or the other; we cannot promote foreign trade and lie down on the job of protecting it.

Europe is in a frightful mess, largely because of peanut politics in the various countries. When it comes to peanuts we take off our hat to no land. But it is not the peanuts that can help out Europe. They have enough of their own. Settlement of European affairs and our share in the participation of them

is a job for a big man, one who can see farther than the next election, and to whom economic verities mean more than popularizing a catch-phrase. If we have to dip into the dirty mess let's use the most skillful dipper we have, and not let a bunch of economic kindergarteners smear themselves and the country.

EDITORIAL MENTION

Have you done your spring housecleaning yet?

An elevator in perfect order saves money on every load of grain handled.

The late opening of navigation at the Head of the Lakes has made a material difference in the reports of grain shipments compared with last year. The report for May will probably tell another story.

The Government reports a total of 37,209,000 sheep on farms in the United States, and 451,000 not on farms. We have heard of parlor pigs and tenement house goats, but apartment sheep is a new one.

J. R. Mitchell of Minneapolis is still preaching his gospel of decreased wheat acreage. His effort may not affect the wheat acreage, but it seems to be doing some good in counteracting the wild talk of price guarantee.

E. H. Cunningham, of Iowa Farm Bureau and U. S. Grain Growers fame, is the new "dirt farmer" member of the Federal Reserve Board. The appointment is undoubtedly good politics; we trust it will also prove good banking.

Hereafter Iowa farmers may store grain on the farm. It will be inspected by a state commission, a certificate issued and the grain put under seal. It is a criminal offense to break the seal without proper authority. The certificate is negotiable, so it is presumed the bill provides for full insurance coverage.

The Departments of Agriculture and Commerce do not agree as to the size of the farmer's dollar, except in that it is too small. The dollar's size is as hard to judge as a full moon, and, like the moon, the higher it gets in the sky of commerce the smaller it looks to the observer.

It is surprising, in looking over a house, how many little adjustments need to be made. Little adjustments are easy to make and cheap in time and money; left uncared for they may prove tremendously expensive, for they lead to burned-out bearings, worn belts, loss by friction, and possibly fire.

Many people are troubled at the continual drift of our population from the farm to the cities. They are needlessly alarmed, for such a drift is natural and denotes progress. Improvement and wider use of farm machinery has done away with much hand labor. High

wages in industry attract workers, who become consumers of foodstuffs and not producers. As long as we produce surplus crops the movement of population need not concern us. When we fail to do so high prices will set the drift in the other direction.

Chicago, Minneapolis and the other large markets have applied for and been granted designation as "Contract Markets." Buying and selling for future delivery will now go on as before, but with the stamp of Government approval and no danger of interference in any way unless the markets are obviously being manipulated or get out of hand.

There is scarcely a single western state that isn't having controversy with neighboring communities over intrastate or interstate rates. Montana is having a hard time in regulating its grain rates to the Pacific Coast, and other states are in like case. What has become of the commission that is working on the general revision and simplification of the tariffs?

Bankers have the reputation of being as pessimistic as they are hard hearted, without a just foundation for either. It would be well, then, to heed the note of warning from your banker. Business is good and will probably remain good for some months, but it is a good time to clean up debts, improve your credit, and not get in too deep on the prospect of boom business. It is better to be conservative than busted.

Now that the Farm Credit Act is passed, the farmers are beginning to realize that credit is not what they need. But the politicians are still telling them that the Government can cure their troubles, so we can look for a new deluge of bills in Congress next fall, chief of which will be a minimum price guarantee for grain. One of these days the farmers will wake up and put these political charlatans where they deserve, in the limbo of the forgotten.

The *Montana Record-Herald* puts its finger on the nub of agitation in respect to wheat pooling. The farmers are not concerned with marketing their wheat more efficiently than it is done at present, what they want is a monopoly so they can control the price. They do not realize that the gods of economic verities are playing against them with loaded dice. If a wheat pool were successful in dictating the price for a single season, it would be overwhelmed with the rush of wheat that would come to it from domestic growers the next year, and would have to meet increased production in every wheat growing country in the world. Economic laws will defeat unnaturally high prices, but they will assist at every turn those who strive for lower production costs. If the energy and publicity that are wasted on pooling agitation were devoted to decreased production costs, farmers would have no complaint. This is not an idle statement, for it is demonstrated by the fact that there are many farmers in the country who are

making money at present prices. There are too many inefficient men on the farm. They will have to make way for those who are better managers just as they do in other industries. In 1921 there were 19,652 failures in business in this country, with liabilities of \$627,401,883. Is anyone weeping over the inefficiency of these 19,000, or passing laws to aid them? No. They are simply finding their economic place, probably working for someone else, just as many farmers will have to do.

A good demand and a good price for wheat next fall is predicted by George E. Duis of the North Dakota Wheat Growers Association, who advises farmers to put in a large acreage of Spring wheat. This is the farmers' co-operation in the effort to make domestic consumption and production more nearly balance. However, wheat acreage will be for the individual farmer's judgment and the advice of Mr. Duis will be heeded about as much as that of Mr. Mitchell, who is advocating reduced acreage.

A petition for a referendum vote on Senate Bill No. 110, passed by the South Dakota legislature at the last session, is being circulated by grain dealers of the state. The bill makes grain storage compulsory in all elevators and has a number of features which will make it extremely difficult for the grain dealer to do business. The petition will probably be signed by the required number, but it is doubtful if the majority of voters, farmers, can be convinced of the harmful nature of Bill 110. At least it may delay the campaign for the pooling plan in the state.

An officer of one of the Canadian co-operative societies recently discussed the question, "Why Co-ops Fail." The reasons he assigned to failure were: 1. Ignorance of organizers; 2. Inefficient direction and supervision; 3. Negligible or incapable management; 4. Lack of education. To this summary James Mavor, another Canadian, adds the following interesting comment:

The plain fact is that co-operation has succeeded in Great Britain, France, Belgium, and some other countries. (It was succeeding in Russia until the movement was deliberately destroyed by the Soviet Government.) And it is a fact that co-operation has not succeeded in any country which has been colonized from Europe and whose population consists predominantly of energetic pioneers. These facts may be deplored but they are indisputable. The really important reason for the relative absence of success of co-operation in the U. S. and in Canada seems to me to be in the psychology of the people. They are energetic, they are industrious, they are intelligent; but they are desirous for working for themselves and they are deficient in the co-operative instinct. They will not join a co-operative society unless they anticipate material benefits to accrue to them. The moral aspects of co-operation do not appeal to the Canadian, as a rule, not because he is immoral, but because he does not attach much importance to the assumption that co-operation is either more or less moral than individual action.

The conclusion would be that the average co-operative is a failure. This, of course, is not true in all cases, but it would be interesting to know how closely this generality hits the mark.

ORIS B. HASTINGS
Cairo

NEWS OF THE TERMINAL MARKETS

GEO. E. BOOTH
Chicago

TO ENLARGE FACILITIES

The Denver Grain Exchange of Denver Colo., has made arrangements to enlarge its grain inspection department on account of the largely increased business handled during the last few months.

NON-RESIDENT MEMBERS CANNOT VOTE

An election on the Chicago Board of Trade held April 23 showed 109 for, and 607 against a proposed change in the rules which would permit non-resident members to vote. A change was made in section 30 of rule 4 requiring members to indicate whether their business is by an individual, co-partnership, or corporation.

ALL GRAINS BRINGING EXCELLENT PRICES

The receipts of all grain here are extremely light and a large portion of the small arrivals are being applied on contracts to arrive, so that little of it is offered for sale. Our light receipts, however, are bringing excellent prices with the demand good for wheat, as well as coarse grains. We feel that in view of the probable continuance for the next few weeks at least of this condition with respect to arrivals that our market will hold its own in results to the shipper.—*Bert A. Boyd Grain Company, Indianapolis, Ind. Market Letter of May 14.*

BUFFALO WILL REMAIN A PREMIUM MARKET

The Buffalo market on corn and oats has held very firm during the past few weeks and the break in western markets has, up to the present time, been only slightly reflected in local cash prices. The reason for this is the small stocks of both corn and oats in local elevators together with the light receipts during the past several weeks. Lake navigation opened here on May 5 with the arrival of several vessels with grain from Chicago.

The receipts by lake since the opening, however, have been very disappointing to those who expected the opening of navigation would bring a large volume of grain and lower prices. While the demand is not keen, it is very good for this season of the year and there is every indication that it will continue on a substantial basis all summer and unless receipts increase materially, a condition which does not appear in sight, at this writing, we look for Buffalo to remain a premium market on coarse grains until the new crops are available.

There has been some demand from local markets for Soft Winter wheat and all arrivals of this class have been readily disposed of at relatively good prices.—*J. G. McKillen, Inc., Buffalo, N. Y. Market Letter of May 14.*

RYE IN CENTER OF STAGE

From an investment standpoint rye has been very disappointing. Liquidation which has featured all markets recently has carried values below corn prices and thereby rye has entered into competition with corn as a feeding proposition. Feeders who are paying one dollar for corn would do well to turn to rye as it is as good an animal food. Corn at its present materially higher price than last year fed to three dollars cheaper hogs offers a much better marketing proposition. Our last year's rye crop was a bumper one and there should be little trouble in disposing of our rye surplus on the hoof. It would enable farmers to take advantage of these high corn prices to market the corn not needed by the "rye fattened hog" and procure a price which was beyond all expectations last year.

The week's Government report on rye indicates a

substantially smaller crop than last year, but this in itself is not a bullish argument unless we can dispose of our surplus. It makes little difference whether this surplus is exported or fed domestically. Thus it seems that rye possesses investment possibilities not shared by corn and we really do not anticipate rye to remain permanently cheaper than corn, even should Russia enter the export market on a larger scale next season, which now seems likely. Rye and wheat production in North America has been stimulated by the war. We are accustomed to large crops and high prices for both, but the latter will be more difficult to maintain if we continue to produce more than we can consume and sell. Rye may be put on a domestic basis in one season, as we were never an important producer.—*Rosenbaum Grain Corporation, Chicago, Ill. From market letter of May 12.*

DEATH OF FRANKLIN P. FRAZIER

In the death of Franklin P. Frazier, president of Bartlett Frazier Co., of Chicago, the grain trade witnesses the passing of a man who assisted not only in establishing and fostering a successful



THE LATE FRANKLIN P. FRAZIER

grain business, but who promoted the adoption of ethical methods in grain affairs which has made the grain industry as represented by boards of trade to stand for the highest type of sound commercial conduct. Mr. Frazier died at his home in New York May 9, at 73 years of age. He was the sole surviving founder of the firm he helped establish.

Mr. Frazier was born in New Hampshire where he spent his boyhood. His first venture was in the hay and feed business in Canada. From Canada he went to Cincinnati where he became associated with E. S. Easton & Co. In the early 80's he moved to Peoria, Ill., and joined S. C. Bartlett & Co., developing one of the largest brokerage houses in the central part of the state.

In 1888 with S. C. and William H. Bartlett, Mr. Frazier removed to Chicago where the firm of Bartlett, Frazier & Carrington was formed, which later became the present Bartlett Frazier Company. Mr. Frazier lived in Evanston, Ill., until 1908 when he went to New York City and made his home there

until his death. He had been in ill health for about a year. The immediate cause of his death was heart failure.

Mr. Frazier was married in Peoria to Miss Clara Duff. His widow and one son, Frank Duff Frazier, survive him. The funeral was held from the New York residence.

PRICES HOLDING STRONG

Receipts here of corn the past week have been light and, in consequence, prices here have been holding strong and ruling values here have been considerably above other markets. There are no indications of an increase in arrivals in the near future, and without doubt prices will continue to hold strong, as there is a very active demand from industries. Spot prices here are above a shipping basis. Country offerings continue light, and we do not look for any material increase in arrivals until corn planting has been completed.

Our oats receipts have been light and prices here have been holding well in line with those in other markets. The demand has been limited. Country offerings have been light.—*Mueller Grain Company, Peoria, Ill. Market Letter of May 14.*

ACTIVE DEMAND FOR OATS

The demand in the territory that we supply continues exceptionally active, especially for oats. We are not unmindful of the fact that the territory referred to has experienced perhaps more rainfall than for many years past at this season of the year. Agricultural pursuits have been as a consequence delayed, and we cannot be surprised at the demand.

With the coming of real weather of the kind that is favorable to agriculture, we look for a very decided improvement. So far as the wheat in this territory is concerned, it is spotted, some good, some not so good and some very bad.

Corn planting has not yet commenced although we are as you will observe, as far South as Norfolk, Virginia, and yet north of the Mason Dixon Line. Our farmers throughout this entire section have done practically nothing in the way of planting corn owing to the lateness of the season. We might say there are no oats of consequence produced in this territory.—*Halliday Elevator Company, Cairo, Ill. Market Letter of May 14.*

GOVERNMENT HANDS OFF!

Side by side with developments in business, there stands out clearly the activities of the Government to regulate. Some progress has been made to inject "More business in government"; very little has transpired to encourage the belief that the administration is going to make good the equally important declaration of "Less government in business."

The disastrous results of Government control and operation of the railroads, necessitated by the War, are still too vivid to be forgotten. Notwithstanding the tremendous handicaps under which the railroads began operation upon the return to their owners, the staggering loss of energy occasioned by the switchmen's strike in 1921 and the shopmen's strike to help the coal miners in 1922, they have made remarkable strides toward perfecting and bettering their service as was demonstrated during the later months of 1922 and since that time when transportation of revenue freight reached an enormous total in spite of the previous handicaps.

To follow out declared intentions of certain ambitious and selfish political leaders would inevitably disrupt the social life, and bring utter ruin to the business of this nation.

The railroads, as well as every other industry

should be left free to work towards better service and cheaper production, unhampered by the fear of still more Government interference.—*Pope & Eckhardt Company, Chicago, Ill. From market letter of May 12.*

ABOUT CORN

Corn is more two-sided. As May 20, the calendar selling day for corn approaches, bulls feel nervous. Outside markets continue to outbid Chicago. Stocks there are decreasing rapidly. Meanwhile planting time on a larger acreage is nearly over and the last week in May usually sees an increase in receipts. Weather has been none too good for corn already planted. Large abandonment of wheat will probably mean larger corn and oats acreage. Argentine clearances of corn larger at nearly two mil-



DR. J. W. T. DUVEL

lion bushels. This time of year is said to be the logical period for dealers to dispose of their corn while the demand is good and new crop uncertain. Corn has been pushed to high levels. Good judgment now dictates a conservative trading policy.—*From Southworth's Weekly Market Review, Toledo, Ohio, May 12.*

NINE EXCHANGES DESIGNATED BY DEPARTMENT OF AGRICULTURE FOR FUTURE GRAIN TRADING

Under the Grain Futures Act of September 21, 1922, nine grain exchanges, after revising their by-laws to conform with its provisions, have been designated by the Secretary of Agriculture as contract markets to continue trading in grain futures. In October, immediately after the passage of the act, the Los Angeles Grain Exchange, the Grain Division of the San Francisco Chamber of Commerce, the Milwaukee Chamber of Commerce, and the Open Board of Chicago applied for designation as contract markets and were so designated by the Secretary. Later the constitutionality of the act was tested in the courts and no more applications were made until the act was upheld by the United States Supreme Court on April 16, 1923. Since that date the following exchanges have been designated as contract markets: Minneapolis Chamber of Commerce, Chicago Board of Trade, Kansas City Board of Trade, Duluth Board of Trade, and the St. Louis Merchants Exchange. The list of designated exchanges includes the principal grain markets on which there has been trading in futures.

The Toledo Produce Exchange, one of the oldest grain exchanges, decided not to make application for designation for trading in grain futures. It is the largest market for Timothy and Clover seed, which do not come under the meaning of the act, and the Exchange will continue to deal in futures of these commodities. Other grain markets in various cities deal in cash grain for which no designation is required.

The Department of Agriculture has found a quite

general misunderstanding of the scope and purpose of the Grain Futures Act. Many persons seem to think it will stop speculation in grain by all persons outside the grain trade; in other words, the general public. The truth is the act places no check on any individual in buying, or selling short for ordinary speculation. One of the chief purposes of the act, says the Department of Agriculture, is to curb manipulation and operations which may improperly influence prices. It also makes it possible for the Government to demand that the designated exchanges take precautions to prevent their members from issuing false or misleading statements which might have a tendency to influence prices or trading. In short, the purpose of the act is not to interfere with normal and proper future trading, but to stop abuses.

GRAIN FUTURES ADMINISTRATORS

Now that the Grain Futures Act is in operation, the chief interest lies in its administration. Secretary of Agriculture Henry C. Wallace is chiefly responsible and his assistants will be Dr. J. W. T. Duvel, Grain Futures Administrator at



SECRETARY OF AGRICULTURE HENRY C. WALLACE

Chicago, and J. R. Mathewson, Grain Futures Administrator at Minnesota.

Secretary Wallace was brought up in the study of farm problems. His father established *Wallaces' Farmer*, one of the most widely read and one of the best farm journals published in the country. After the founder's death, Henry C. Wallace was editor of the publication and was recognized as being fair and economically sound on almost every question he discussed. While he has dealt largely with farmers all his life and has thought from their standpoint, he has not been backward in stating his convictions though he knew that his position was not popular at the moment.

Mr. Wallace knows marketing conditions, and if given a free hand will administer the new law fairly and justly. In fact the grain exchanges will find in him a champion for every practice that is economically sound. It remains to be seen how free Secretary Wallace will be in his administration. The Grain Futures Act will become a political football and the pressure that he will have to withstand at times will be enormous. The trade has faith, however, and believes him to be big enough and strong enough to keep politics out of the question if it is possible to do it.

Dr. J. W. T. Duvel is better known to the grain trade of the country than any other member of the Department of Agriculture. He was born in Wapokoneta, Ohio, in 1873. After graduating from Ohio State University in 1897 he went to the University of Michigan for his doctor's degree which he received in 1902. That same year he entered the Department of Agriculture and was so active in the interest of uniform grain grades that he is often

referred to as the "father of the U. S. Grain Standards Act." He continued at the head of the Bureau of Grain Standardization until the war. During 1918 and 1919 he was with the U. S. Grain Corporation, and the two years following was connected with the Winnipeg Grain Exchange. In January of 1922 he was recalled by the Secretary of Agriculture to serve as the administrator of the Grain Standards Act for the Chicago Board of Trade, and though the Act has been in abeyance until now, he has been working with the Chicago Board to bring the Act into effect with the least possible disturbance. Every grain dealer knows the splendid spirit of co-operation Dr. Duvel has always displayed, and the patience and courtesy which have endeared him to all with whom he has come in contact.

J. R. Mathewson is a younger man in the Department and is not generally so well known, but in Minneapolis he is known and highly regarded. He has been in the Department of Agriculture for five years, engaged principally in investigational work connected with the enforcement of the Grain Standards Act and educational work to the end that the Federal Standards might be better understood. Previous to Government employment he had 15 years of experience and training in practical grain business, including country and terminal elevators. He was a member of the Minneapolis Chamber of Commerce, engaged in merchandising grain until the Grain Corporation monopolized the grain business as a war measure. He has been associated with some of the best commercial minds of the



J. R. MATHEWSON

country, and has always been a student, well informed on practical, technical and economic phases of the grain business.

With this personnel, the administration of the Grain Futures Act seems to be in safe hands. Our hope is that it can always be guided by men as eminently just and wise.

AGRICULTURALISTS SHOULD TAKE NOTICE

Once again speculation received the stamp of approval by the Supreme Court when they refused to allow the injunction asked by the Government against the sugar exchange. Sugar prices, due to a shortage, have advanced sharply and governmental departments should not have interfered as their efforts have caused losses to many men who are so essential to the conduct of commercial life. While it is hardly possible that the intentions of the men who interfered were not based on high ideals, yet it discloses a condition which will always confront the

trade: namely, interference by individuals who may not be versed in all angles and whose utterances may bring about financial ruin to investors or speculators, and for this reason the trade is apparently seeking other lines for their activities. This withdrawal of speculative interest in grain markets more than anything else has brought about sharp declines, which are naturally costing the agriculturalist considerable money. How long he will tolerate the agitation against grain exchanges will be extremely interesting to watch. — *The Updike Grain Company, Chicago, Ill. From Market Letter of May 11.*

MAY CORN TO SELL HIGHER

There is an actual scarcity of choice red milling wheat in this market. The visible showed a decrease for the past week of 2,479,000 bushels, export demand over 300,000 bushels. Market has had drastic liquidation and some recovery certainly can be expected.

We look for continued light receipts in corn and with the feeding demand still strong in country points prices will undoubtedly advance. The visible decrease of 3,760,000 bushels, the visible supply now just half of what it was this time last year. Exporters are in the market for corn. Corn planting is progressing slowly, but it is expected to be completed within the next 10 days. We expect our May corn to sell higher which will undoubtedly affect the cash.

Liquidation in oats caused a sharp decline. The visible decreased 2,470,000 bushels and the crop news is more favorable. Oats will be influenced by the corn prices, therefore we look for higher prices.—*McClelland Grain Company, St. Louis, Mo. Market Letter of May 14.*

THE PITTSBURGH MARKET

There has been a fairly constant demand for desirable grades of corn in nearby position at slightly over western terminal market quotations. Receipts, however, are gradually increasing and more liberal offerings from country points are noticed. Demand is somewhat scattered and for small quantities.

Oats have been in good demand, in fact better than at any time for the past several months. We believe, however, that the trade is now pretty well stocked up and it will be some weeks before our market experiences a similar condition. Generally speaking oats are dragging with buyers well stocked. Country offerings have been on an increase for the past week and it is altogether probable that a more general country movement will result shortly.

The local situation on wheat is easier than for some little time. There seems to be considerable local wheat held back for higher prices which have not been realized. Local mills generally are in better condition regarding wheat supplies than for some time. The car situation seems to be much easier and the railroads are moving grain without delay in most instances that have come to our notice.—*Harper Grain Company, Pittsburgh, Pa. Market Letter of May 14.*

CHANGES IN MEMBERSHIP

Chicago.—The following have recently been elected to membership on the Board of Trade: Harry Barbee, Vivian Vick, Harry M. Warner, Glenn F. Hilts, John Q. Syme, James S. Agar, William Benkert, Francis E. Hadley, Daniel H. Andrae, Herman A. Von Rump, John Allen Jones, James D. Hunter, James A. Robb and Frank H. Williams. The memberships of the following were transferred: Estate Thomas B. Hunter, H. D. Russell, Wm. M. Fible, Estate John T. McNally, Harold C. Sears, Estate Harry F. Squire, James E. O'Brien, Walter O. Wilson, J. Carroll Fahey, John H. Heron, Uller J. Smith, R. J. Flood, Jr., and Estates of Richard Gambrill and C. H. Canby. Joseph F. Tomenson and Frank M. Jordan have been suspended. Reported by Secretary J. J. Fones.

Wichita.—George Davis of the Davis-Noland-Merrill Grain Company is a new member on the Board of Trade. Reported by Secretary R. B. Waltermire.

TERMINAL NOTES

The Williamson Grain Company of Wichita, Kan., has suspended business.

J. Langford, formerly of Wichita, Kan., has succeeded M. Gautenbein as manager of the John Hays Grain Company of Salina, Kan.

George E. Marcy, President of the Armour Grain Company of Chicago, Ill., left recently for a visit to his ranch near Pasadena, Calif.

The Dadmun-La Budde Company, grain and feed merchants of Milwaukee, Wis., is building a two-story feed warehouse at North Milwaukee, Wis.

Maxwell M. Nowak, a leading grain and feed dealer of Buffalo, N. Y., has arranged to assume the management of his large feed plant at Hammond, Ind.

The Grain Futures Administration has its offices in Minneapolis, Minn., located in Room 1024, Flour Exchange Building. The office is in charge of J. R. Mathewson.

Anderson & Weirick announced their entrance in the grain commission and brokerage business at Indianapolis, Ind., on April 26. Offices are in 817 Board of Trade Building.

Marion B. Sharp of the Moore-Seaver Grain Company, Kansas City, Mo., has applied for membership in the Kansas City Board of Trade on transfer of E. S. Thresher of R. J. Thresher Grain Company.

The Marshall Grain Company of Oklahoma City, Okla., has incorporated with capital stock of \$10,000. Incorporators are S. A. Marshall and W. J. Pickard, of Oklahoma City and S. C. Masters of Watonga, Okla.

The Bunge Western Grain Corporation of New York City, has been incorporated to deal in grain, feed, etc., with capital of \$250,000. Incorporators are Carlos Falk, Robt. F. Straub and Miguel Crossnay.

The members of the St. Louis Merchants Exchange of St. Louis, Mo., held a special election on May 10 on framing an amendment to the rules of the Exchange complying more strictly with the Grain Futures Act.

The E. E. Delp Grain Company of Philadelphia, Pa., has admitted insolvency with assets said to be less than \$50,000 and liabilities of \$175,000. They conducted a general grain business with offices in the Bourse Building.

The Tenney Company has opened an office at Minneapolis, Minn., to conduct a general business in merchandising and exporting wheat and other grains. J. H. Riheldaffer is associated with the company in the business.

T. B. Morton of St. Louis, Mo., was appointed to serve as a director on the Merchants Exchange to fill the unexpired term of R. R. De Armond, who resigned to become superintendent of the department of weights and sampling.

Walter R. McCarthy will succeed his father, the late John F. McCarthy, as president of the Capital Elevator Company of Duluth, Minn. Mr. McCarthy has been associated with the International Grain Company of Minneapolis, Minn.

A permit to do business in Texas has been granted the Rosenbaum Grain Corporation of Chicago. Texas headquarters are at Fort Worth, with G. C. Anderson as state agent. The capital of the corporation is given as \$5,200,000.

Eugene Blackford of the grain firm of Gill & Fisher of Baltimore, Md., was recently elected chairman of the traffic committee of the Baltimore Chamber of Commerce to fill the vacancy due to the removal of E. F. Richards to New York.

James S. Hart, former chief grain inspector of Kansas, plans to engage in the grain business at Kansas City. He recently bought the Board of Trade membership of Wm. G. Dilts and has made application for admission to the exchange.

The Frisco Elevators Company of Kansas City, Mo., is liquidating its affairs and will retire from business. The reason assigned is the desire of Thomas L. Brodnax, president of the company and one of the older members of the Kansas City Board of Trade, to retire from active business life. The

company operated the Frisco and the Memphis elevators. Charles A. Dayton, manager of the company, becomes connected with the grain department of J. S. Bache Co., and W. O. Brackett will continue in the grain business.

The Armour Grain Company of Chicago, Ill., is planning to make improvements in its Santa Fe Elevator A, at Kansas City, Mo. About \$600,000 will be expended and the unloading capacity of the house increased from 125 to 300 cars daily.

The Milwaukee Chamber of Commerce, Milwaukee, Wis., has adopted daylight saving time to conform to time on the Chicago Board of Trade. At the April elections at Milwaukee, the daylight saving ordinance lost by a small majority.

Dr. J. W. T. Duvel, well known to the grain trade through his work in forming the Government grades of wheat and coarse grains, is representing the United States Government at Chicago in the administration of the Capper-Tincher Future Trading Act.

The J. J. Badenoch Company of Chicago, Ill., has opened a future trading department in Room 339, Postal Telegraph Building, which will be operated in addition to their cash grain department. It will be in charge of Royal W. Bell. The company's large mixed feed plant is located at 2000 West Seventeenth street.

The Transit Grain & Commission Company of Fort Worth, Texas, reports that Wm. Potishman, a member of their firm, has just completed a trip over the entire Panhandle section of the state, by automobile. He finds that Texas will produce about 15,000,000 bushels of wheat this year. Oats cutting 20 miles north of Fort Worth was expected to begin before the last of May.

The Archer-Daniels Linseed Company and the Midland Linseed Products Company of Minneapolis, Minn., have been merged into the Archer-Daniels-Midland Company. J. W. Daniels is president of the new company, G. A. and S. M. Archer are vice-presidents, Samuel Mais is secretary, and L. M. Leffingwell is treasurer. The company is capitalized at \$11,000,000.

F. M. McClelland will continue as McClelland Grain Company at St. Louis, the grain business conducted by McClelland-De Armond Grain Company. The change was brought about through the appointment of R. R. De Armond as supervisor, department of weights and grain sampling of the Merchants Exchange of St. Louis. Mr. De Armond assumed the duties of the office on May 1.

Chas. A. Wilson, for many years connected with the grain trade of St. Louis as private inspector and sampler of grain, and recently manager of the grain and seed sampling department of the St. Louis Merchants Exchange, has left St. Louis for Atlanta, Ga., where he is connected with the Alco Feed Mills. Mr. Wilson has a legion of friends in St. Louis who will wish him success in his new field of endeavor.

We have received the sixty-fifth annual report of the Chamber of Commerce of the city of Milwaukee for the year ending December 31, 1922 and the fiscal year of the Chamber ending April 2, 1923. H. A. Plumb, secretary of the Chamber of Commerce, is the compiler and has given the latest rules, regulations and by-laws of the organization, together with a list of its members and an array of statistical matter on the trade and commerce of Milwaukee of general interest to the grain industry.

NEW CAPACITY FOR SASKATCHEWAN

The Saskatchewan Co-operative Elevator Company is making a survey of its present country storage facilities with a view of building 25 or more new country elevators this year if it is found that they are needed. An expenditure of \$225,000 to \$300,000 will be made if the results of the survey bear out preliminary estimates. At the same time extensive additions are to be made to the company's private and public terminal elevators at the Head of the Lakes and also to some of the interior elevators.

The expansion of grain acreage in Saskatchewan

in the last few years has been enormous and the country only awaits for an extension of the railroad lines to open up thousands of acres of fine wheat growing land which is now too far from transportation to work profitably.

The Canadian West is in about the same position as our own west 40 years ago, as far as land development is concerned. The opportunities there are just as great and results will be as startling once it gets into its stride. Development will come more quickly because we know more about dry farming than we did and how to find profitable diversification in every community. The Saskatchewan company will follow this development closely and will grow with the country unless it becomes saddled with a compulsory pooling scheme that wrecks its chances.

CLUB WHEATS BEST FOR SUBHUMID SECTIONS

In view of the present low price of wheat, it is of the highest importance that farmers should know the variety which on the average will yield best in any given section or district in order that their returns may be as large as possible. To supply this knowledge the United States Department of Agriculture has just published a number of bulletins on the different classes of wheat.

Farmers' Bulletin No. 1303, The Club Wheats, by

J. Allen Clark and John H. Martin, agronomists in the United States Department of Agriculture, discusses the 14 varieties which come under the classification of Club wheats, supplementing the detailed discussion with descriptive keys showing the distinguishing characteristics of the heads and kernels of each variety.

The Club wheats differ from other classes in having short, compact heads and small kernels. They are well adapted to the subhumid and irrigated sections west of the Rocky Mountains and are most important in Washington, California, and Oregon. Because of their firm or tough chaff and heads which prevent shattering in the hot, dry, and windy weather, the Club wheats are well adapted to harvesting with the header or combined harvester in these states where wheat often is allowed to stand for several weeks after it is ripe before being harvested. The stems of the Club wheat also are strong and stiff, so the wheat rarely lodges or breaks over.

Hybrid 128, one of the newer varieties of Club wheat, has become the most important variety of this class and is grown almost entirely in the southeastern portion of Washington and adjoining districts in Oregon and Idaho, where it is perhaps the highest yielding variety grown. Those interested may secure this bulletin simply by addressing the United States Department of Agriculture, Washington, D. C.

TRADE NOTES

J. B. Ruthrauff, southwestern representative at Wichita, Kan., of Huntley Manufacturing Company of Silver Creek, N. Y., has removed his headquarters to Kansas City, Mo.

J. A. Peterson, superintendent of the Western Maryland Elevator at Port Covington, Baltimore, Md., has been granted application by the Canadian Patent Office for a patent on the Peterson Pneumatic Grain Door Remover.

The Webster Manufacturing Company of Chicago, Ill., announces the appointment of Robert T. Pierce as manager of their New York sales office at 90 West street. He succeeds the late Glen N. Porter whose death occurred March 31, 1923.

The Webster Manufacturing Company of Chicago, Ill., has the contract for the elevating and conveying machinery for the Missouri Pacific Railway elevator at St. Louis, Mo. The Folwell-Ahlskog Company of Chicago has the contract for building the elevator and it is expected to have it ready to handle the new crop.

E. A. Munn, until recently with Witherspoon-Englar Company of Chicago has become connected with the engineering and sales departments of the Webster Manufacturing Company of Chicago. When with the Witherspoon-Englar firm, Mr. Munn assisted in the designing and construction of some of the largest grain elevators in the country and is a man of wide experience in grain elevator building and engineering work.

Notice has recently been received of the removal of the Link-Belt Company's Pittsburgh branch office from their old quarters at 1501 Park Building to their new and more commodious offices at 335 Fifth avenue. T. F. Webster, manager of the Pittsburgh office, says that larger space and the more convenient location were imperative because of the extraordinary volume of business transacted during the past year and which promises to remain in full swing at least for the coming fiscal year.

A. D. McPherson, central representative with headquarters in Chicago, Ill., of the Huntley Manufacturing Company of Silver Creek, N. Y., is a grand-dad. A baby boy was born recently to his daughter, Mrs. Joseph Holley of Columbus, Ohio. That city furnished the winner at the Atlantic City Beauty Contest held at the sea shore resort last September and if the boy inherits

his grand-dad's attributes the world of 1943 or thereabouts is going to sit up and take notice of a rising star from Columbus.

The Standard Scale & Supply Corporation has purchased and is now operating under entirely different management, the business formerly conducted by the Standard Scale & Supply Company of Pittsburgh, Pa. The new corporation will manufacture the highest grade scales, concrete mixers, and contractors equipment at the old location, 1631 Liberty street.

The Burrell Engineering & Construction Company of Chicago, Ill., have moved their offices from the Webster Building to 513 W. Jackson boulevard. They have secured larger and more conveniently appointed offices in the new location, and consequently will be better able than ever to serve the members of the great grain fraternity in all sections, who want Burrell-built elevators.

A LARGE MACHINERY ORDER

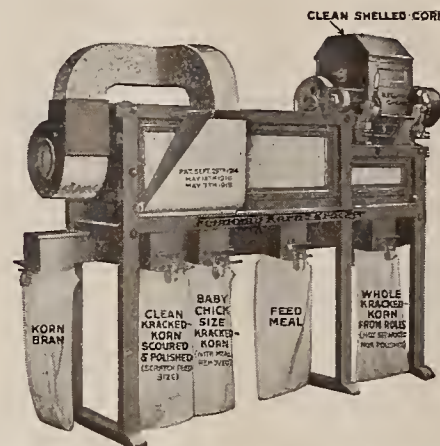
The Webster Manufacturing Company of Chicago, Ill., was awarded the contract for the elevating and conveying machinery equipment for the new 4,000,000-bushel capacity Baltimore & Ohio

are 20 elevator legs, conveyors above and below the storage tanks, elaborate system of shipping conveyors running to two piers having capacities for serving eight vessel berths. Working at full capacity this machinery can handle 150,000 bushels per hour.

When this large plant is finished and in operation it will well repay the professional operator or the layman to pay it a visit and give it an exhaustive study.

GUMP AGAIN ADDS ANOTHER LINE

The exclusive right for the manufacture and sale of the Economy Cracked Corn Grader and Polisher under the patent rights of the Linkhart Manufacturing Company of North Vernon, Ind., has been acquired by the B. F. Gump Co., Chicago.



ECONOMY KORN-KRACKER GRADER AND POLISHER

This popular machine, with added improvements, is now to be made more substantial and in a variety of sizes and styles for making various cracked corn products.

One of the most important features of the improved machine, aside from its sturdier structure, is the addition of a single roller mill, equipped with "Lepage" Patent Corrugation for making 96 per cent high grade cracked corn the "Lepage Way." This combination provides, in a single, individual unit, driven by one belt, a complete machine, to be known as the Economy Korn-Kracker, Grader and Polisher, for making high-grade, uniform cracked corn, graded, scoured, polished and aspirated; all of which is accomplished in one operation, delivering a product bright, clean cut, attractive in appearance, and of high value.

The mill is so constructed that a variety of cracked corn products may be obtained. The corn may be cracked and delivered direct to the sack as it comes from the rolls, without separation or polishing, or it may be passed through the Grader without being scoured and polished, by means of an extra drive for reducing the speed, thus removing only the meal; or by taking its full course the corn may be cracked, meal removed, chick and scratch feed sizes produced, both scoured, polished and aspirated, with its by-product, feed meal and corn bran—six distinct products, and each dis-



BALTIMORE & OHIO RAILROAD COMPANY'S ELEVATOR AT BALTIMORE, MD.

Railroad Company Elevator at Baltimore, Md. This was an unusually large order. It is estimated that approximately 5,000,000 pounds of machinery or 100 carloads will be needed in this equipment, costing about \$500,000.

To give an idea of the machinery used, there

charged direct into sacks as shown in illustration. This makes a very complete and practical single-unit outfit, driven by one belt, doing away with line shafts and complicated drives assuring a very high class product.

The sacking spouts are of a sufficient height from

the floor to remove and replace sacks conveniently, which are firmly held in place by "Bull Dog" Bag Holders. The outfit shown is intended principally for coarse cracked corn, but may also be equipped with a two-pair-high roller mill so that baby chick feed can be made in larger proportion, if desired.

THE KEY TO THE STRONG BOX

In every deal there must be two factors and generally are three, quantity, price per unit and quality. Whether it be the quantity of the doctor's services, the acres of land, the dozens of stockings or the bushels of wheat, irrespective of the price and the quality of, the ability, land, stockings or wheat.

These are the tangible factors of any deal. We should not, however, overlook the intangible factors such as service, reputation and peace of mind.

The price of grain is largely beyond the control of the individual farmer's elevator manager, but there is one factor entirely within his control, for it is he who must determine the weight of the grain in his elevator at the beginning of his financial year; he must know the weight of the grain that he buys; he must know the weight of the grain he ships and how much he has in his house at the final cutoff.

So that the up-to-date elevator must have accurate and adequate weighing facilities in order to conduct its business properly.

Do you sell grain on your own weights? If you do, then you want accurate weights rather than an

merely twisting the balance ball on the beam. You cannot miscount the weights in the weight box or the hanger weights on the end of the hopper scale beam because it is equipped with a full capacity type registering beam weighing whatever amount of grain the poise is set for and printing that amount. There is no dribble to guess in advance 300 times per car for the dribble is weighed 30 times per car after it has fallen and comes to rest. We do not guess in advance, we ascertain an established fact. There are not tallies to go wrong. We do not need two tallies, one to check the other, and leaving you in doubt as to which is correct when they do not agree and due to the interlock in the control there is no possible chance of grain passing through the scale unweighed.

Finally, this accuracy, this labor saving and these safe-guards are all obtainable without loss of efficiency in the loading of cars, without any loss of capacity in your elevator and for a price about half that of an automatic scale of one-quarter the hopper capacity and one-half the hourly capacity.

THE COMMONEST WHEATS

In the United States more than 200 varieties of wheat are grown. Many of these are unknown outside a restricted area, and only a few hundred or a few thousand acres are planted. Even many wheats whose variety names are quite familiar, nevertheless often comprise less than 1 per cent of the wheat acreage of the country. One of the

It is the leading wheat in Virginia, West Virginia, Tennessee, Pennsylvania, North Carolina and Maryland and is also raised in the Central West.

Mediterranean occupied sixth place with 2,558,900 acres or 3.51 per cent of the entire wheat acreage. More than half the Texas wheat crop was Mediterranean and it is the favorite variety in New Jersey. It is grown in Central and Southern States.

Poole was seventh, with 2,453,400 acres, or 3.37 per cent. Poole is the chief variety in Ohio and Indiana and is sown to some extent in other Central Soft wheat states.

Preston wheat covered 2,233,200 acres in 1919, or 3.06 per cent of the crop. It was next to Marquis in Minnesota, and third favorite in North Dakota and South Dakota, Marquis being first and Durum second. It was sown also in Wisconsin, Iowa, Nebraska, Montana and in some other states.

Other wheats each comprising more than 1 per cent of the total crop were Haynes Bluestem, 1,530,000 acres or 2.10 per cent; Pacific Bluestem, 1,363,400 acres, or 1.87 per cent; Red May, 1,165,900 acres or 1.60 per cent; Red Wave, 1,132,400 acres, or 1.55 per cent; Harvest Queen 1,007,600 acres, or 1.38 per cent; Goldcoin, 947,100 acres or 1.30 per cent; Red Fife, 750,000 acres, or 1.03 per cent.

The first eight wheats separately enumerated comprised 71.73 per cent of the whole crop. The seven varieties just enumerated in the preceding paragraph comprised 10.83 per cent of the entire crop. So 15 varieties out of more than 230 varieties comprised 82.56 per cent of the whole crop.

"TAKE-ALL" AND FOOT-ROT

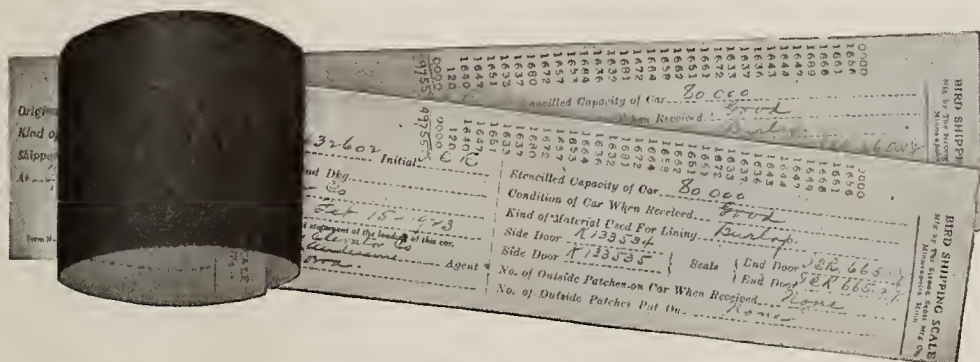
The group of wheat diseases variously known as "Take-all," "Rosette" and "Foot-rot," constitutes a possible menace to wheat cultivation in many localities. The danger arises from the fact that our scientists have not yet become fully acquainted with them and can give farmers only rather general advice how to avoid or minimize the danger.

All of this group of wheat diseases originate in the soil and their development depends on moisture and soil temperatures. They have so many features in common that what was at first supposed to be "Take-all" in Illinois and Indiana was found to be another foot-rot disease which has been named "Rosette." But further investigation showed that the genuine Take-all coming from the same fungus as the Australian Take-all, actually existed in Virginia, New York, Indiana, Kansas, Arkansas and Oregon.

Thus far the areas in each state are limited; but investigation shows similar foot-rot diseases in Washington and California in addition to Kansas and Illinois. It is impossible to state how long these foot-rot diseases have been domiciled in this country. They may be of recent introduction or may have been here a long time. They are well known in Europe. It is quite likely that further investigation may reveal additional forms of foot-rot. Some of those already recognized are quite as destructive as Take-all. Scientists are eagerly studying this group of wheat diseases and will no doubt be able ultimately to suggest methods of eradication or control.

THE HESSIAN FLY

The fall infestation of wheat by the Hessian fly usually results in much more injury than the spring infestation, and for that reason in many localities farmers are growing to wait for fly free dates before they sow wheat. And in some counties in Ohio and other states by community effort, that is, by farmers not only waiting for the fly-free date themselves but persuading neighbors to do the same through public sentiment, the fly has been almost banished. In some instances where a few farmers have planted before the safe date, the wheat has been plowed up, so as not to be a menace to neighbors, for it has been demonstrated that the Hessian fly will travel from 2 to 4 miles and infest wheat in that radius. Observing fly-free dates for planting and deep plowing are the two chief agencies against the fly.



SCALE RECORD FROM A BIRD SCALE

easy way of guessing the weight of the grain in the car.

Do you sell on destination weights at interior points? If you do, you want to know which points give good weights and which, either due to inadequate facilities, plain carelessness or downright dishonesty, short weight you.

Most likely you are selling to some terminal with a real weighing department in whose weights you have every confidence, in which case you have your greatest need of an accurate scale for shipping and cannot afford to use a scale which is merely a good guesser.

The Bird Scale is adequate for a country elevator because first, last and all the time it is accurate, and if this feature is missing what use is a scale if it is merely easy to install or labor saving.

The Bird Scale is labor saving, or shall we rather say muscle saving, for it cuts out all trips up and down your manlift, stairway or ladder to the cupola as it is entirely controlled from the work floor although weighing in the cupola. It cuts out the taking out of 300 to 600 pounds of weights from the weight box once a week to balance up the scale empty. It cuts out the changing of several hundred pounds of weights when you change from the weighing of wheat to oats and vice versa. It cuts out the taking out of heavy weights from the weight box to weigh up the part draft at the end of loading every car. It cuts out the fussing with compensating weights and adjusting screws up in dirty, dusty cupolas, in hot and cold weather, with the fear of choking your elevator if you really take the time to adjust it so that your automatic scale will give you a guessed weight somewhere near right. It cuts out your two trips to the cupola to print the weights.

The Bird Scale is an accurate scale for use in a country elevator because it is self-aligning, cutting out all binds and out of level conditions. It can be balanced empty every car if necessary by

most interesting sections of the bulletin on the classification of American wheat varieties by Clark, Martin and Ball is the estimated acreage of different varieties of wheat.

The figures are based on 18,539 reports in 1919, when the total wheat acreage was 72,801,614 acres. About 230 varieties are named, while others not named, and acreage not covered by the reports, aggregate 4,977,100 acres or 6.84 per cent.

Turkey wheat was by far the most widely sown variety and covered 21,588,300 acres or 29.65 per cent of the whole wheat acreage of the United States. More than 82 per cent of the wheat of Kansas and Nebraska was Turkey. More than 68 per cent of Oklahoma's wheat was Turkey and 66 per cent of the Colorado crop. Illinois acreage was 27 per cent Turkey; and Utah, Idaho, Oregon, Missouri and many other states grew a considerable percentage.

Marquis was second in favor, with 11,825,200 acres to its credit, or 16.24 per cent of the entire acreage. It was 57 per cent of Minnesota's wheat acreage, 47 per cent of North Dakota's wheat and 61 per cent of South Dakota's crop. It was 40 per cent of the Montana acreage and even 11 per cent in Illinois, with respectable percentages in many Western and Pacific States.

Fultz was third, with 4,801,100 acres or 6.59 per cent of the whole acreage. It has no favorite state but is grown from Pennsylvania to Texas.

Durum wheat was fourth, but this included many varieties. The total acreage reported was 4,201,400 or 5.77 per cent. Most of this was in the Dakotas and Montana, although the number of states reporting Durum as among the varieties grown is surprising, no less than 23 states giving it among its wheat varieties, and these states extend from Maine to Arizona and from West Virginia to Washington.

Fulcaster was fifth in popularity, with 2,576,500 acres or 3.54 per cent of the whole wheat acreage.

Illinois Grain Dealers in Annual Meeting

ENTHUSIASM and good fellowship marked the thirtieth annual convention of the Illinois Grain Dealers Association, held at the LaSalle Hotel, Chicago, on Tuesday and Wednesday, May 15 and 16. Throughout the two days the sessions were well attended and every address or discussion held close attention. Before the first session Henry A. Rumsey led in a rousing song service which put everyone in mood for the business of the meeting. Mr. Rumsey established a reputation as a peppy leader.

After the invocation by Rev. William C. Covert, pastor of the First Presbyterian Church, an address of welcome was made by Mayor William E. Dever of Chicago. Mayor Dever paid tribute to the importance to the state and nation of the grain trade, and pointed out that it was appropriate to hold the meeting in Chicago, the home of the greatest grain market in the world. He spoke of the effort being made to make the city a cleaner and better place to which to invite guests, and said that grain dealers from all the world would always find a welcome here.

The address of welcome was responded to by E. M. Wayne of Delavan, who said that the Illinois grain dealers were always glad to come to Chicago: First, because the Chicago Board of Trade was so hospitable and always provided such excellent entertainment; and second, because Chicago was theirs. He said that Chicago people sometimes had the impression that the state belonged to them, but was not true. In fact every interest in the state was held commonly by Chicago and down state; what was good for one was good for both. So the down state dealers looked upon Chicago as a part of their own and were always glad to come to the city of which the state was so proud.

PRESIDENT RAILSBACK'S ADDRESS

President L. W. Railsback of Weldon delivered his annual address, as follows:

THE interest of the grain trade during the past year has been focused upon the continued activities of the so-called orderly marketing movement of the co-operatives, the outstanding feature of which has been the prosecution of legislation designed to render impotent the competitive strength of the regular trade.

The ludicrous collapse a year ago of the United States Grain Growers, heralded by its promoters and acclaimed by co-operative sympathizers everywhere as a marketing conception scarcely less than omniscient, could not fail to give pause to the frenzy of radicalism responsible for its creation. During the past year, however, it has become increasingly apparent that until the farmer shall repudiate the leadership of meddlesome experimentalists, and refuse longer to countenance the excesses of demagogues eager to further their own selfish interests at whatever cost to established order, we may expect little diminution of hostile activities.

Farmers' Relief Measures

Naturally, the farmer is inclined to look tolerantly upon any measure purporting to serve his interests; yet certainly he must view with skepticism, if not indeed with disgust, the myriad remedies devised for his relief by professional promoters. Any real improvement upon the present marketing system, a product of painstaking selection and elimination of actual trade practices through years of intensive competitive operation, merits his favor. Measures thus far proposed, however, offer little of practical value not already available in the facilities of long established co-operative institutions, their essential purpose being the establishment of a protected monopoly, ideally adapted to the exploitation of its management.

Restriction of the present marketing system is openly sought as an aid to privileged competition. The co-operative marketing bill recently passed by various state legislatures not only compels the undeviating patronage of co-operative members for a stated term of years, but inflicts a substantial penalty upon any non-member who ventures to contract for the product of a member. The viciousness of its provisions is assurance of the ultimate failure of the scheme, for it implies a decadence of economic sense incompatible with our natural virility. In this state the bill met with such wide-spread disapproval among farmers concerned with the practical marketing of grain that the Illinois Farmers Grain Dealers Asso-

ciation saw fit to make on the floor of the Illinois Senate an open fight against it.

Advocacy of similar legislation in Congress, and the generous support accorded to it, is indicative of the alarming extent to which perversion of American principles has progressed in our legislative bodies. State and national assemblies are infested with so-called statesmen who for purposes of selfish expediency lend ready response to minorities clamoring for class legislation. Instances are not wanting of legislators parading themselves before the country as the champions of a class, in one breath decrying the evils of special privilege, in the next vociferously proclaiming their intention to compel the dominance of a favored bloc.

Regulatory Legislation Threatens Individual Rights

A mania for regulatory legislation, facilitating the passage of craftily devised and plausibly argued bills of minorities seeking to compel some other group to conform to a prescribed course of conduct, is tending rapidly to fasten upon governmental processes the evil of bureaucracy. Under this system experience and efficiency in management would be forced to give way to the dictation of inexperienced, incompetent political appointees, efficient only in espionage and in the practice of prying into private business in search of pretexts to extend their domineering control. Departmental officers have been quick to interpret the possibilities of co-operation in terms of



L. W. RAILSBACK
Re-elected President of Illinois Grain Dealers

their own special talents, and some have contributed to misrepresentation calculated to brand the middleman not only a parasite, but a knave as well.

Perhaps platitudinous, it is none the less pertinent, to remind those in authority that the foundation of this greatest of republics is a declaration of the rights and liberty of the individual. The unrivalled progress of America is preeminently a record of individual initiative and achievement, fostered by beneficent laws created to safe-guard and encourage individual expression to the farthest limit consistent with the good of society. Any legislation or governmental activity that hampers such expression, or that exercises restraint upon one individual or class in the interest of another, merits the strongest condemnation, and should be resisted in every legitimate way possible.

As middlemen we are not here on suffrance, nor to exact a toll from the product which we handle. Our charge is for a service rendered, a service no less legitimate than production of the crop itself. If that service is superfluous, or if a superior substitute shall be devised, then our elimination safely may be entrusted to the orderly processes of economy.

Private enterprise is answerable to society for its just, serviceable, and economical conduct, and we may not properly resent constructive criticism, nor seek to evade the correction of recognized abuses. In an institution as extensive as the grain distributing industry we know that it is not humanly possible always to prevent the misconduct of powerful interests; but those in whose hands correction lies would do well to remember that retributive action sooner or later is inevitable, and that once started is likely to exceed the merit of the offense. The sentiment of the trade as a whole has always been pro-

ponderantly on the side of just and equitable principles, and has been a powerful factor in the prevention of wrongful trade practices.

We are not concerned with the relative merits of financial, commercial, or agricultural bloc supremacy. In principle the one is no less un-American than the others; and the activities of the agricultural bloc afford ample evidence that it is no whit more worthy of dominance in government than any other self-serving political combination. It deems legislative intimidation reprehensible only when not in harmony with its objectives, and has spared no effort to reduce legislators to subservience by threats of political reprisal.

With strikingly few exceptions our law-makers have failed to measure up to their trust; for while possibly a small proportion of the legislation adversely affecting the grain trade may have been a result of deliberation and of conscientious judgment, most of it represents servile compliance with the urge of militant groups posing as the spokesmen of agriculture. Apprehension and uncertainty created by uninformed governmental interference in business constitutes a menace perhaps greater than legitimate risks, and illustrates the folly of permitting political ineptitude to tamper with the operation of specialized commercial processes.

Fortunately, the survival or the defeat of issues affecting public welfare must be determined in the end by the judgment of the people. The trade has chafed at the slowness of the public to detect in pleas for privileged legislation to promoter's recognition of a need to fetter individual competition, but at last popular understanding has begun somewhat to penetrate the maze of co-operative design, and there appears to be an awakening to the menace of a spirit that aims at a restoration of the temporarily eclipsed prosperity of one class at the expense of others equal under the law.

Not only are the principles involved abhorrent to our national sense of fair play, but they have come to be recognized by the farmer, their alleged beneficiary, as destructive of his own independence of thought and action. In common with all Americans he is inherently jealous of his independence, and has reached a state of rebellion against constantly recurring appeals for financial support of bigoted organizations that would take from him the prerogatives of individual thought and initiative, and delegate to themselves the exercise of those cherished heritages of the freedom loving American.

Motives of Co-op. Promoters

We may not presume to say what effect co-operative marketing of the future will have upon our vocation, although nothing is more certain than that the tenacity of its promoters will persist in proportion to the prospect of their own aggrandizement. Each succeeding group, in changing guise, will be able to exploit the credulous, and we need never hope to conciliate that element always eager to venture upon any scheme for the conquest of the middleman. Any project that relies for success upon privilege rather than upon merit, however, must continue to prove innocuous; and it must be regarded as significant that we are accorded in constantly increasing degree the patronage of the discerning, unprejudiced farmer who has tested for himself the relative benefits of co-operative and of individual marketing.

Co-operation has demonstrated that in actual accomplishment it cannot attain to the representations of platform theories. Despite co-operative effort over a long period of years to demonstrate superiority to individualism, the prestige of the independent elevator is relatively greater today than ever before. Let us not fear, then, that the indomitable force of individualism shall fail to accommodate itself to any demands of competition that the future may make upon it, but rather let us go forward in the sure faith that those traits of industry, service, and fair dealing that have won for us success in the past may be depended upon to assure our status in future.

REPORT OF SECRETARY CULBERTSON

The report of Secretary W. E. Culbertson of Champaign covered the business of the Association through the year, as follows:

THIRTY years ago the progressive grain men of this state, whose ambition was to place the grain business on a higher plane, founded the Illinois Grain Dealers Association. That one of their objectives has been reached will be seen when I report, that not once during the past year has there been an occasion to ask our Arbitration Committee to settle any controversy. There have been a number of complaints received, but in every instance the parties complained of were not members. This is a record of which you all should be proud, and should cause every honest, upright grain firm to be anxious to affiliate with our Association.

Our membership of approximately 500 is composed

of the very best people in the grain trade,—those who live up to their contracts, and while I remain your secretary, it is my aim to maintain the present high standard. The fact that I am repeatedly told by receivers, that of all the people they do business with, their most pleasant relations are with the members of our Association, makes me feel very proud of you, and must be at least gratifying to you. We have sustained a net loss of 30 members the past year, due to a number of receivers suspending, and many country dealers selling out or consolidating their business. However, with general business on the mend this loss can easily be regained.

Value of the Local Meetings

During the year I have travelled over 10,000 miles calling on members and attending local meetings. Local meetings are held whenever the interest of the shippers warrant or call for them. These meetings tend greatly to harmonize existing differences and jealousies among competitors, and are the fundamental ground work of our Association. This year, I hope, more members will take an interest in these, and I should like to have it known that I am not only willing to attend, but will arrange for the meetings, if requested.

The Claims Bureau has been used by fewer of our members than any year since its organization. Less than 200 claims were received, and of these practically all were for small amounts. As a result, the revenue derived from this department amounts to practically nothing; though we were able to collect over 50 per cent of the claims filed.

The Scale Department

The Scale Department shows an increase in the number of scales inspected and increased receipts over last year. Our inspectors, J. B. Sowa and L. C. Sowa are both competent scale men, and it is their aim to be of the greatest possible assistance to all desiring their services; and to that end they are always willing to make special trips for those whose weighing facilities may get out of order; but with over 1,500 scales to inspect each season, it is incumbent upon our members to have their scales inspected when the inspector arrives in their territory. Members will find the service costs less by so doing and at the same time expedites the work of the department.

The thirtieth Annual Directory, listing everybody in the country grain trade of this state, and those receivers in the various terminals who are members was mailed to every one listed, without charge, early in January. The compiling of this book is no small task and errors are bound to have crept in. We will appreciate your calling our attention to these when found; also your advising of any change that may occur at any station.

The Executive Committee at their meeting in Chicago, last February, took up the matter of Compensation Insurance, and instructed the secretary to see if an agreement could not be made with a reliable company, whereby, our members might obtain this insurance at a less cost; and as a result the Integrity Mutual Casualty Company will have a representative present to submit a proposition for your consideration.

Elevator Site Rentals

Legislative matters have claimed the greater part of my time since the first of the year. Early in the session of the Illinois General Assembly, I had introduced a bill giving to the Illinois Commerce Commission authority to determine what would be considered a fair rental for elevator sites leased from the railroads. However, owing to the Illinois Commerce Commission asking for so many amendments and changes in our bill, it was found that we could not get it favorably reported out of Committee and so finally asked for its withdrawal. While this will be disappointing to many, yet, I am able to assure all on railroad right-of-ways that the railroads of Illinois are going to adopt a more equitable basis for computing their charges. This is due to the effort of J. A. Connell, Illinois district attorney for the C. B. & Q. R. R. who upon learning of the introduction of our proposed legislation came to us with the request that he be allowed to use his influence with the various railroads in Illinois to make unnecessary the proposed legislation. His offer was accepted with the result that the railroads have agreed that the basis of fixing their rentals shall be 6 per cent of the value of the ground covered by the lease and 6 per cent on half the value of that portion of the switch track that serves the elevator.

President C. H. Markham of the Illinois Central Railroad Company assured me that the Illinois Central wanted every patron to be satisfied he was being fairly dealt with, and Mr. Tarbet, Land and Tax Commissioner, stated that such would be the policy of his department. As this matter will be discussed before the convention, I shall not pursue it further; other than to state that any member having trouble with his lease will soon have it adjusted, and should such not be the case, I shall consider it a favor to be advised.

Illinois Co-operative Marketing Bill

With reference to the Co-operative Marketing Bill now before the General Assembly, President Railsback and myself appeared before the Agricultural Committee of the Senate, in an effort to have the penalty section stricken out, however, with no success.

We again made the effort at the hearing before the House Committee; and while the Committee have reported out the Bill as passed by the Senate, it has not been passed by the House, and I have hopes that it won't be without the elimination of the penalty sections. I have found in talking with members of the House, that there is a growing tendency to leave business alone, which is certainly most timely.

In conclusion, I wish to thank the officers and members for the many kindnesses and courtesies shown me, and to submit the following financial statement for the year ending May 1:

RECEIPTS

Balance on hand May 1st, 1922.....	\$1,781.50
Membership Dues.....	\$5,419.00
Membership Fees.....	50.00
Directory Advertising.....	2,036.03
Claim Fees.....	63.47
Scales.....	408.35
Sale of Directories.....	33.00
Total	\$9,791.35

DISBURSEMENTS

Office Supplies.....	\$ 42.81
Officers' Expense.....	11.10
Postage.....	358.84
Annual Convention.....	146.05
Rent.....	240.00
Refund.....	15.00
Telephone, Telegraph & Express...	122.29
Salaries.....	4,820.00
Printing.....	35.25
Secretary's Expense.....	926.21
Directory.....	933.00
Dues to National Association.....	266.00
Total	\$7,918.55

Balance on Hand May 1st, 1923.....\$1,872.80

M. J. Porterfield, treasurer of the Association, rendered a report which agreed in all particulars with the financial statement of the secretary. The Finance Committee, Harry Allen of Broadlands,



SECRETARY W. E. CULBERTSON

chairman, reported that the books of the secretary and treasurer had been audited and found not only correct, but well systematized and well kept.

E. M. Wayne, chairman of the Executive Committee, reported that no arbitration appeal cases had been submitted to the Committee during the year, and complimented the Association on being in such sound financial condition.

S. W. Bouton brought up the subject of shortage in coal weights. He said it was his understanding that loaded cars were weighed over railroad scales and the stenciled weight of the car taken to check the coal weight. Cars were found to be from 2,000 to 5,000 pounds short weight, and he wanted to know what could be done.

F. G. Horner of Lawrenceville, said that it was true that coal weights were not taken at the mines. Cars were weighed over a tippie to check miners' output and this weight, less stenciled weight, was used for billing. Not only is this weight inaccurate, as car weight varies materially, but a great amount of coal is lost by theft and through rough handling of cars. He said it often happens that stone or lumber is found in a coal car, and if this is called to the attention of the agent at the time of unloading, claims were usually allowed.

Secretary Culbertson said that he was now handling a coal claim for M. J. Porterfield of Murock. He had sent the claim through and the railroad had asked for information as to mine

weight and scales. He was glad to know that the railroads weighed over their own scales, as they would then be in no position to dispute the weight. So far, he said, the claim had not been rejected.

H. A. Hillmer of Freeport stated that a 1 per cent shrinkage should be expected, but there was no excuse for the 2 to 2½ per cent that often occurred. He suggested that the railroad be required to weigh the car full and empty at destination to check the weights.

Mr. Horner suggested that claims be filed, for the railroads were responsible. The greatest difficulty lay in the fact that most dealers weighed their coal only over wagon scales for delivery, and such weights would not be accepted by the railroads as a basis for claims. This discussion ended the morning session.

TUESDAY AFTERNOON SESSION

The afternoon session was opened by President Railsback with the appointment of the Resolutions and the Nominations Committees. The Resolutions Committee was composed of H. I. Baldwin of Decatur; B. S. Williams of Sheffield; H. A. Hillmer of Freeport; F. G. Horner of Lawrenceville; William Eckhardt of Chicago. The Nominations Committee consisted of L. F. Sawers, of Piper City; Frank Ware of Butler; W. C. McGuire of Maroa.

THE RAILROAD SITUATION

"The Railroad Situation" was discussed in the following interesting fashion by Fred W. Sargent, general solicitor of the Chicago Northwestern Railway:

RECENT news items state that a self-appointed committee, headed by a few Senators distinguished for their attacks upon the railroads, have sent out a hurry-up call for a meeting to be held in Chicago, May 25 to 26, to provide for an organization "to protect the public interest involved in the valuation of the railroads."

The chairman of this committee is the distinguished Senator who was instrumental in securing the passage of the Valuation Law in 1913. That law is officially known as Section 19a of the Interstate Commerce Act, and popularly known as the La Follette Law.

In view of the public utterances of some members of the committee who signed the call, in view of their known hostile attitude towards any constructive measures that might help the railroads, in view of the history of railroad valuation, some of the statements contained in the call have a peculiar significance at this time.

The call announces that admission to the conference will be made by card and it contains, among other things, the surprising statement that "up to the present time the Commission has been in the position of having only one side—the railroads—adequately represented before it. We propose that in future the public interest shall be effectively and vigorously maintained so that the Commission will not be obliged to bear the entire burden of protecting the people's rights."

It is indeed sad to learn that an impartial arm of the Federal Government, charged with the duty of administering the law fairly and impartially and without fear or favor, is oppressed with an unbearable burden, to wit, that of protecting the people's rights. This is the first intimation I have ever seen to the effect that protecting the people's rights by an impartial administrative tribunal constitutes a burden.

In the light of all that has been said by some of the Senators who will be let into this meeting only in case they have been fortunate enough to receive a "card," the public will be wise enough to at least wonder whether the true purpose of the meeting has been stated.

What is the Real Object?

Is it one to protect and conserve the public interest, or has the clarion call gone forth because the railroads, no longer hampered with disastrous strikes, are proving their efficiency and beginning to function normally in the interest of the shipping public under the provisions of the Transportation Act? Is the purpose of this meeting that of aiding in the maintenance of a national transportation policy, which if pursued under normal conditions will give the people efficient service at reasonable rates, or is the purpose that of continued propaganda of falsehoods and misrepresentations designed to destroy railway credit and create disloyalty and mutiny in the ranks of railway employees in the fear that prosperity will return before the next Congress convenes?

There probably never has been a subject of national interest that has been so widely and flagrantly misrepresented for political ends as that involving the railroads of the country.

By way of illustration only, permit me to refer briefly to some of the propaganda that has gone forth throughout the length and breadth of our common country, which has had more to do in retarding the return to normal transportation conditions than that of any other single influence.

The men who now propose to conserve the public interest have been chiefly responsible for inflaming the

public mind against constructive measures that would produce efficiency in operation and reduction in rates. Among other things, they have broadcast everywhere the claim that the Esch-Cummins Law gave to the railroads a guaranty of net earnings, and this in the face of the fact that there is no language in the Esch-Cummins Law which may directly or indirectly be construed as a guaranty. In the face of the fact that the Interstate Commerce Commission itself in the case of *Reduced Rates*, 1922, specifically held that there was no guaranty, and in face of the fact that the railroads of the country have never earned, since the passage of the Esch-Cummins Law, 6 per cent or 5% per cent on any value even approximating that determined by the Interstate Commerce Commission in Ex Parte 74 as the value of the railroads of the country.

In 1920, after deducting back mail pay that had been in litigation since 1916, the railroads had no net earnings from operations.

In 1921 they earned 5% per cent on a value of only \$10,712,000,000.

In 1922 they earned 5% per cent on a value of only \$13,507,000,000.

No one now claims that there is any language in the Esch-Cummins Law whereby the Federal Government has obligated itself to the carriers for the amount they fail to earn under rates established by the Interstate Commerce Commission on the determined value of \$18,900,000,000. The public is gradually learning the truth and gradually coming to a realization of the fact that they have been deceived and misled by those who, for political purposes, have asserted that the Esch-Cummins Law obligated the United States Government, in the form of a guaranty, to pay to the railroads 5% per cent upon the value as fixed by the Interstate Commerce Commission.

One of the Senators signing the call for this meeting "to conserve the public interest" has asserted in speeches and through the public press that the valuation fixed by the Interstate Commerce Commission was based upon the peak war-time prices. This in the face of the known facts that the valuation is fixed upon unit prices as they existed at and prior to the year 1914.

Value Fixed Under La Follette Law

Some of the Senators who are sending out this "admission by card" call claim that the value fixed by the Interstate Commerce Commission of \$18,900,000,000 was the value determined under the so-called Transportation Act, commonly referred to as the Esch-Cummins Law, when in truth and in fact the only language in the Esch-Cummins Law upon this subject is that directing the Commission to determine a value pursuant to the existing law of the land and "to utilize the results of its investigations under Section 19a and give due consideration to all the elements of value recognized by the law of the land for rate-making purposes."

The people are now gradually beginning to learn that the law of the land under which the value is fixed is Section 19a, commonly known as the La Follette Act, passed in 1913.

And so it is that this call has gone forth ostensibly "to conserve the public interest" upon the claim that the public has never been properly represented before the Interstate Commerce Commission in its work of valuing the railroad systems of the country.

But what are the facts in this regard? They may be briefly stated as follows:

First, the La Follette Act was passed by the Congress of the United States in the year 1913. The work of physical valuation by the Interstate Commerce Commission has been going on for 10 years. Substantially most of the states in the Union have made from year to year appropriations and created organizations through their Railroad Commissions to appear and represent the people at every stage and step in the progress of the valuation work of the Interstate Commerce Commission. These states are represented by a national organization and have been for years employing competent legal, engineering, accounting and expert men who have been through the years and are now actively engaged in representing the public in a most efficient way concerning every phase and principle involved in the work of the Commission under the La Follette Law. An intensive study by the Commission was commenced as far back as 1915 dealing with the principles underlying a fair and equitable basis for determining the value of the railroads.

Carrying Out the Law

The Federal Government itself has appropriated and expended more than \$23,000,000 in this work. In addition, the states of the Union have appropriated and expended enormous sums to see that the public interest was properly conserved. Notwithstanding all this, we find a call going forth proclaiming to the public "that up to the present time the Commission has been in the position of having only one side—the railroad—adequately presented before it."

Certainly the author of the law, who was also the author of the call for this unusual interim pseudo-congressional gathering, has known something about the work that has been in progress during the last decade under the act of Congress which bears his name.

If the public has not been adequately represented during the period that Congress has appropriated and expended over \$23,000,000 to carry out the work provided for in the La Follette Law, and if the Inter-

state Commerce Commission as far back as the year 1915 began to determine principles of valuation inimical to the public welfare, it seems strange indeed that 10 years should be permitted to roll by and \$23,000,000 expended with no previous suggestion by the author of the La Follette Law in the Congress of the United States that there should be some organization created to help the Interstate Commerce Commission bear the burden of discharging its duty.

One of the statements in the call reads as follows: "Our only purpose is that the final valuation shall be just and equitable alike to railroad investors, shippers, railroad employees and the consuming public."

I wish this statement might be taken as true. All fair-minded men would be glad to welcome the Senators back into the society of the lovers of truth, the haters of prejudice.

The first order of business will be to consider the proposition of repealing the La Follette Law and enacting the Brookhart Law—already introduced in the Senate of the United States, and which provides that the Interstate Commerce Commission shall determine values for rate-making purposes upon the market quotations of stocks and bonds on the New York Stock Exchange.

An amendment will be offered to provide for the purchase of tickers, and the creation of ticker bureaus and ticker clerks. The bill will then be enlarged to provide that the Government will pay interest on U. S. Liberty Bonds on the basis of their quoted value on the New York Stock Exchange. Then the debate will



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be on the motion of the junior Senator from Iowa "that the bill do pass."

The motion is not likely to carry, and the meeting will then proceed to a consideration of ways and means for conservation of the public interest before the Interstate Commerce Commission in its administration of the La Follette Valuation Law.

Embarrassing Questions

If great care is not used the Governor from Iowa is likely to ask some embarrassing questions. He may move for a reading of the La Follette Law. In the absence of a quorum the request will be granted. Those who stay to listen will to their surprise learn that the La Follette Law already provides

(1) That the Commission shall investigate, ascertain, and report the value of all property of the common carriers subject to the Act.

(2) That "to enable the Commission to make such investigation and report, it is authorized to employ such experts and other assistants as may be necessary."

(3) That the law already provides in considerable detail, the elements of value and the methods to be pursued in reaching a final conclusion.

(4) And those who remain to hear the reading of paragraph "h" will discover that "when the Commission shall have completed the tentative valuation of the property of any common carrier and before such valuation shall become final, the Commission shall give notice by registered mail to the said carrier, the Attorney General of the United States, the Governor of any state in which the property so valued is located and to such additional parties as the Commission may prescribe."

It will then be learned that the Commission does give notice to the Attorney General and railroad com-

missions of every state. That then the report is up for argument and consideration—with the particular railroad on one side of the table—and every state with its local and national organizations now functioning at public expense, and with the U. S. attorneys and experts all on the other side of the table, and yet we now find a convention called to support the Interstate Commerce Commission in its terrific struggle to protect the public interest, and to provide for public representation under the La Follette Law.

Is the meeting called to conserve the public interest? Or is it called to continue the campaign of misrepresentation in the fear that freedom from legislative attacks may enable the railroads to prosper—and all business experience the satisfaction that comes from efficiency in transportation service.

The time is here when sincere men everywhere, more interested in the prosperity of their country than in political preferment, have got to take hold of the railroad problem and see to it that the truth is disseminated among the people who control our railroads by means of the ballot box.

Value of the Railroads

The talk about the railroads being over-valued by the Interstate Commerce Commission is absurd.

This is apparent to anyone who will look at an inventory of the property owned by railways: 398,000 miles of track; 66,721 locomotives; 2,380,000 freight cars; 55,781 passenger cars; 25,000 railway stations. In addition there are thousands of grain elevators, coal docks, iron ore docks, roundhouses, machine shops, working capital, material and supplies, etc.

The foregoing items alone—omitting lands—will exceed the value allowed by the Interstate Commerce Commission in Ex Parte 74. We cannot help but ask why those who are attacking the value of the Interstate Commerce Commission in Ex Parte 74—instead of calling conventions to "conserve the public interest," do not file briefs with the Interstate Commerce Commission. Why do not they offer testimony and submit to cross-examinations on their misstatements and their theories of values?

Congress has named the tribunal to hear these questions in an orderly way and the taxpayers have already invested over \$23,000,000 in the work of valuation—besides the vast sums expended by the states.

The whole attack of those whose real motive is to force Government ownership, and whose means to that end is to discredit private management and discourage capital from investing in railway securities, seems to be aimed at the question of valuation.

The charge of watered stocks and values is hurled at the people because this is an easy way of arousing public prejudice. It offers the opportunity of attacking Wall Street. But I predict that the average man is fast coming to a realization that the railroads are owned by the people. That everyone who lives on Main Street and through his savings helps contribute capital that builds the industries of our country is himself a part of "Wall Street."

The people who are taking the time to study these questions are also coming to know that the return on capital is a negligible part of the freight and passenger rates of the country. To wipe out the alleged \$7,000,000,000 of excess value in order to save 5% per cent thereon, would save for the Iowa farmer about five mills per bushel and for the Nebraska and South Dakota farmer about 7 to 12 mills per bushel. It would mean a reduction on the average amount of food required for the average person for one month of 2½ mills, and on all the clothing in a complete winter outfit for one man, assuming it is shipped by l. c. l. freight from New York to Chicago, a reduction of 1½ cents.

But these infinitesimal reductions that might be secured by destroying \$7,000,000,000 of railway values, are not the only things that would be accomplished.

In addition, they would destroy the credit of the greatest industry in America outside of agriculture. They would confiscate a large part of the underlying securities constituting the assets of savings banks, insurance companies and trust companies, to say nothing of the investments in railway securities held by almost a million stockholders and probably an equal number of individual holders of railway bonds and debentures.

Holders of Railroad Securities

We have heard a great deal from certain sources about the mothers' bloc, the farmers' bloc, the laborers' bloc, and so on *ad nauseam*. I apprehend that among those interested in the securities back of savings banks, insurance companies and trust companies and those interested directly as owners of railway stocks, bonds and debentures, are a considerable proportion of the mothers of America. Likewise, a large proportion of the soldiers, laborers and farmers. I understand that the advocate of these blocs invites all of such classes to exclude themselves from his mother-farmer-soldier-labor blocs. Just what might be left in the theory of government by blocs is problematical. I cannot, however, refrain from saying in passing that the very advocacy of blocs violates every fundamental principle underlying our theory of a government of all the people, for all the people, by all the people. Indeed, if I can read history correctly, the last great bloc in this country was destroyed by the Civil War.

In destroying the credit of the railroads we would also stop the wheels of industry.

The chief factor in the return of prosperity has been and is the enormous purchases of equipment and sup-

plies by the railway companies. The railway companies of America in the last three years have returned substantially all of their gross income back to the people, either through the channels of industry or by way of taxes. The employees of the railways, plus the employees of other industries, such as coal companies, iron and steel foundries and factories, lumber mills, etc., etc., so largely dependent upon the railways as their best customers, constitute the largest class of consumers of the surplus products of the farmers. If the little coterie of radical senators should succeed in their campaign to confiscate \$7,000,000,000 of railway values, the resulting loss to their own farmer constituents would be disastrous, even from a financial point of view, to say nothing about the moral turpitude involved in a process of confiscation through legislation. They would measure the farmers' and the consumers' savings in mills and his losses in dollars.

I have shown what a negligible thing return on capital invested in railway properties is when considering the total freight and passenger bill of the country, and I presume there is running through your minds the question as to what could be done, if anything, to reduce freight and passenger charges, pay fair and reasonable wages and also earn a reasonable return upon the capital invested in the service of the people in the common carrier business. To my mind the answer is obvious. It is found in the field for public co-operation which will invite capital into the transportation service and make possible the vast improvements which every railway man knows are necessary in order to reduce the cost of maintenance and operation.

Until the passage of the Transportation Act the whole trend of legislation and regulation in this country as applied to railroads had been that of restriction and repression and discouragement. States have vied with one another in forcing the lowest possible rates, and this, with no co-ordinated understanding between the states as to the financial necessities of the railroads affected. The railroads have been and are today hampered, restricted and restrained by statutes dealing with technical matters of operation, by rules and orders of 48 state commissions, in addition to the laws, orders and decisions emanating from Federal authorities. The railroads in the past have been required to pay out millions of dollars uselessly by full crew laws and allied measures. Some states have now repealed such useless legislation. If those in high places of public authority would look upon the railroad business as an industry to be fostered and encouraged, just as the Government treats agriculture through the Department of Agriculture, just as it is now treating commerce through the Department of Commerce, and so on, the results which might be accomplished are marvelous.

New Capital Needed

Every railroad in the country needs to attract millions of dollars for additional capital expenditures, expenditures which, if applied, would enormously reduce the cost of operations. This cannot be done by campaigns of vilification, misrepresentation and false economic theories. To illustrate what I mean let me call your attention, for instance, to the state of Iowa, where, as in most of the Middle West, the rivers run from the North to the South, but the railroad lines run from the East to the West. Between the rivers are grades that ought to be reduced, with resulting economies that would be startling. This requires the expenditure of millions of dollars. Terminals ought to be enlarged. Many of the great terminals of the country today were constructed at a time when we had light motive power, and had tracks, for instance, that would hold 36 cars, whereas they ought to be so enlarged and extended that they would hold trains of 70 and 80 cars. Modern coal chutes everywhere on railway systems would result in enormous economies. And indeed, the list of things that might be done if capital were available is startling.

Why hasn't capital been available? The answer is that because prior to the passage of the Transportation Act the almost uniform attitude of those in legislative assemblies, of those clothed with the duty of regulating the railroads under the statutes of the state and Federal Governments, has been to look only to the immediate effect of low rates, without visualizing the future and the results that could be accomplished by permitting reasonable returns and making capital invested in railways attractive to the general public.

And now the effort seems to be to repeal the constructive piece of legislation that has ever been enacted with a view of fostering and developing the greatest industry in America outside of agriculture.

Let me give you an illustration of the effect of restrictive super-regulation. In 1916 net railway operating income for the Class 1 railroads, standard return basis, was \$1,040,000,000. It has decreased until in 1922 it was \$776,665,000. And this, notwithstanding the fact that during such period of time the companies under the supervision of the Interstate Commerce Commission have added over \$3,000,000,000 to their property investment accounts. With this added investment, returns have gradually grown less and the time is here when, if we are to have continued railway development that will keep progress with the industrial development of the country, we must adopt and adhere to a stable national transportation policy which will invite and reward the average investor for devoting his capital to the service of the public in the common carrier business.

That the increase in freight rates has not been due

to additional returns upon capital, is illustrated by the following table showing the freight rates from typical shipping points for grain to Chicago and Minneapolis. A study of this table will show you that whereas in 1917, for instance, the railway had 1.65 cents out of the rate from Ames, Iowa, to Chicago, on corn, for use of property, in 1922, with increased freight rates, it only had 1.24 cents for use of property. This, on the basis of the rate per 100 pounds. The table also illustrates the comparative amounts which were available for use of property in the 1917 and 1922 from the rates applied from and to the various points as shown at the top of each column. For instance, in the last column is shown the rate from Redfield, S. D., to Chicago, on wheat, in 1917 and 1922, and you will observe that the amount available for use of property which the shipper pays is less today than it was in 1917, notwithstanding the increased property investments of the Railway Companies.

TABLE SHOWING DECREASED RAILROAD EARNINGS

	WHEAT			CORN		
	Ames, Iowa to Chicago 326 miles	O'Neill, Neb. to Chicago 653 miles	Sleepy Eye, Minn., to Minneapolis 115 miles	Sleepy Eye, Minn., to Chicago 463 miles	Redfield, S. D., to Chicago 664 miles	
1917						
Total Rate Cwt.....	12.5	23.75	7.6	15.1	22.0	
Total Rate bushel.....	7.5	14.25	4.6	9.1	13.2	
Wages and Salaries 44%.....	3.3	6.27	2.0	4.	5.8	
Other Oper. Cost (Inc. Taxes) 34%.....	2.55	4.84	1.6	3.1	4.5	
Use of Property (Capital) 22%.....	1.65	3.14	1.	2.	2.9	
1922						
Total Rate Cwt.....	18.5	34.5	12.5	25.5	34.	
Total Rate bushel.....	10.36	19.32	7.5	15.3	20.4	
Wages and Salaries 49%.....	5.08	9.47	3.7	7.5	10.0	
Other Oper. Costs (Inc. Taxes) 39%.....	4.04	7.53	2.9	5.96	8.	
Use of Property (Capital) 12%.....	1.24	2.32	.9	1.84	2.4	

We also show that the return on capital is in no manner responsible for the increase in rates on iron and steel (manufactured). The following table illustrates the rates from Shenango and Mahoning to Chicago in the years 1913 and 1921. On the last line you will observe that in 1913 the railroads out of a much lower rate than prevailed in 1921 had 80 cents for use of property, and in 1921, notwithstanding the increase in the rates, there was left for use of property but 78 cents.

IRON AND STEEL (MANUFACTURED)

From Shenango and Mahoning to Chicago

	1913	1921
Rate per Cwt.....	\$.16	\$.35 1/2
Freight Charges per ton.....	3.20	7.10
Wages and Salaries.....	1.40	3.60
Other Oper. Costs Inc. Taxes.....	1.00	2.72
Use of Property.....	.80	.78

I might go through and make the same illustration as to all products, but time will not permit. I have said enough, however, to demonstrate that it is not the return on capital that has been in any manner responsible for increase in rates, for the return on capital out of any given rate is less today than at any period prior to the passage of the Transporta-

passenger train service, and yet a train once having been put on can rarely ever be taken off without the consent of a railroad commission, and this consent it seems impossible to secure. Railroads are required to invest millions of dollars in non-productive improvements which, of course, are inspired by the civic pride of communities, but which should be deferred until the railroads can make their properties 100 per cent efficient by reduction of grades, by taking out of curves, improvement of shops, roundhouses, strengthening of bridges, enlargement of terminals, purchase of additional equipment, etc., etc.

As an illustration of some of the super-regulation which the carriers are today subjected to, permit me to call your attention to the one item of reports which must be made to various regulating bodies and authorities. I do not have the exact figures for the year 1922 on the system with which I am connected, but I do have them for the year 1921. In 1921 the Chicago &

North Western Railway Company was obliged to and did file with Federal authorities 78,858 separate reports covering 84,235 pages. 138 of these were duplicates and the great bulk of them useless. In addition to this, in 1921 the Chicago & North Western Railway Company was obliged to and did file with the states in which it operates 12,043 reports, containing 22,398 pages, of which 1,367 were duplicates filed with various departments and these do not include numerous additional questionnaires. In one of the reports alone filed with the Interstate Commerce Commission, to-wit, the annual report of operation, there were 172 pages, covering more than 10,000 separate items.

Useless Expense

Among these reports are those, for instance, of personal injuries, which require a minute description of every individual and the circumstances surrounding every injury. They go into the Interstate Commerce Commission by tons from all the railroads in the United States, and most of the information therein contained is never used, except by representatives of ambulance chasing lawyers engaged in the personal litigation business. The instructions covering the filing of these personal injury reports are included in a pamphlet of 20



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tion Act. I have suggested what might be done to afford reductions in rates, fair pay to employees and fair return upon capital, and this, I think, ought to be illustrated and emphasized.

To Reduce Rates

The thing to do is not to constantly attack the compensation which capital receives when invested in the transportation business, but to encourage and foster by fair and reasonable returns the enlarged application of capital to those improvements which will produce economies in maintenance and operation. Other things which the public could do if it would, and which it would do if it understood the true facts, would be to call a halt to the policy of legislatures and regulating bodies everywhere in their raids upon railroad revenues by hampering and restrictive laws and orders; and by fair treatment in the matter of taxation. The amounts which railroads are required to pay by special assessments to construct highways, for the purpose of affording free roadbeds to competitive transportation systems, runs into startling figures. Every railroad in the country today is burdened with unprofitable branch line

pages. Prior to the super-regulation on some of the subjects of reports, the railroads had their employees successfully classified into something like 50 classes. At the present time they are required to divide them into 148 classifications. The book published by the Interstate Commerce Commission defining these classifications and indexing them covers 320 pages.

I will not take your time to more than illustrate what some of the classifications are.

For instance, there are the car men, divided into the following classifications, each with its separate symbol covered in its respective reporting division: There is the car man cabinet maker; car man, coach air-brake repairer; car man, coach trimmer; car man, freight car carpenter; car man, freight car painter; car man, freight car repairer; car man, gang foreman; car man, helper; car man, helper apprentice; car man, inspector; car man, locomotive carpenter; car man, locomotive crane engineer; car man, mill machine operator; car man, painter, coach and locomotive; car man, painter, freight; car man, pattern-maker; car man, planing mill mechanic; car man, punch and shear operator; cutting

bar, stock and scrap; car man, punch and shear operator, shaping and forming; car man, regular apprentice; car man, shop painter; car man, triple valve repairer; car man, triple valve tester; car man, upholsterer; car man, welder; car man, wrecking derrick engineer; and then we finally get down to carpenters, *ad infinitum*.

I was in Washington not long ago attending a hearing before the Interstate Commerce Commission and I found nine hearings in progress at the same time. I met there four railway presidents of as many large railway systems, general counsels, statisticians, experts, traffic men, stenographers, etc., etc., every one of whom had been required to appear as witnesses in some sort of an investigation then in progress. This is going on all the time, not only in Washington, but in the states, and different state legislatures where operating men are required to go at great loss of time that ought to be devoted to the service of transportation, in order to defend the company against wild and radical legislation. During the past winter bills have been introduced in most of the western states which, if passed, would have caused the companies millions of dollars by way of useless investments and increased cost of maintenance and operation. For instance, in Wisconsin, Minnesota, Iowa and Illinois, bills were introduced providing for car sheds, the effect of which is to require the companies to house all the men that may be working on repairs on cars. The cost of switching the cars into the sheds in most instances would exceed the bill for the labor thereon. But I have not yet scratched the surface on the subject of super-regulation. We have to deal with the Boiler Inspection Act, Safety Appliance Acts, health regulations promulgated by the Federal Government and the boards of health of all the states and various local boards in the communities in which we operate, tax commissions seeking ways and means of increasing the taxes of common carriers for the relief of that class which has the greater number of votes, boards of supervisors, city councils, ordering track elevations, separations of grades, railroad commissions, ordering union stations. In one instance which recently happened, a specific finding was made that the union station ordered in a north western town would cost the carriers hundreds of thousands of dollars but would add nothing to their revenue or efficiency.

Super-regulation Expensive

Isn't it possible for the American people to see where this sort of super-regulation is leading? Isn't it possible for them to see and realize that the thing to do is to treat their transportation industry in the light of what it is, to-wit, the greatest industry in America, outside of agriculture? To foster and encourage it. To stop seeking ways and means of harassing and embarrassing the managements of railway companies? Why, today there is scarcely a move that the general manager of any railway company dares to make without consulting the Law Department, and our statutes, orders, regulations and decisions have become so numerous and burdensome that the Law Departments are driven to their wits ends in an effort to devise ways and means of keeping track thereof, reconciling conflicting laws, orders and decisions, and inventing some scheme whereby the property can continue to operate and not violate some rule, regulation or law.

I agree that railway managements must turn their faces to the future. That we must make the best of present conditions and not complain of regulations, but I am speaking of the public interest and trying to point out that if a spirit of friendly co-operation could be built between the people and their railroad managements, a stop put to useless, embarrassing, harassing rules, regulations, orders and decisions, the railroads permitted to function normally as other business is permitted to function, that the results would insure efficiency in transportation at reduced rates and prosperity for all.

One other thing I have observed, is that almost every business man with whom you talk says that the railroads ought to be treated fairly. Rarely ever do you find one who is willing that that fairness shall be applied to his own rates, and while he wants rates to be on a basis which will permit the carriers to prosper and develop and grow with the industries of the country, yet in most instances he wants the other fellow to pay the same. This attitude ought to change, and every man ought to realize that the railroad is a part of his own business, it is a part of the farmer's farm, the manufacturer's factory, the merchant's store, the banker's bank, and, indeed, a most indispensable part of every American industry and home.

In conclusion, permit me to say that I am not trying to shift any responsibility from railway management to the public. I am only asking for co-operation. I am only asking for the opportunity to function in a normal way. Railroads are proceeding in the confidence that the American people intend to be fair and just in the treatment of their great common carrier systems. They are inviting enormous amounts of capital into the service of the people by investments which are and will be made in equipment, enlargement of terminals, reduction of grades, strengthening and rebuilding of bridges, etc., etc. In return they ask that the people study the railroad problem in the light of true facts and sound economics, and remove the entire subject from the baneful influence of demagogic politics, and treat it in the cool, conservative, honest way that the importance of the subject deserves. The railroads ought to make improvements, and will make improvements,

which will mean prosperity for America because of their pay-rolls and their purchase of supplies and materials, for years to come, in order to catch up with and keep abreast of the industrial development of the country. This program ought to meet with the hearty approval, co-operation and encouragement of every thoughtful person everywhere. In addition, the greatest thing of all that the public can do is to engage in a study of its transportation systems and the problems that are confronting them, and seek an honest solution thereof, and then join in a campaign to disseminate the truth everywhere in an effort to expose the propaganda of falsehoods now promulgated by a small band of radicals—propaganda designed to destroy railway credit and create disloyalty in the ranks of railway employees.

THE BOND ISSUE OF \$100,000,000

Clifford Older, chief engineer of the Highway Department of the State of Illinois, discussed, "The Proposed \$100,000,000 Bond Issue" in an interesting way. He traced the building of new roads in the state from the passage of the \$60,000,000 bond issue passed in 1918 to the present time. This amount was to have built 4,800 miles of hard road, but the war made the sum inadequate for two reasons: Cost of labor and materials was increased from two to three times what had been estimated; and war emergencies hastened the use of heavy trucks by 10 years making the specifications for the roads obsolete before they were begun. As a result some 1,600 miles have been completed and 2,000 more miles will have been completed by 1924, leaving 1,200 miles untouched with the funds voted and subsequent additions up to 1924 completely exhausted.

The benefit of hard roads over dirt roads, Mr.



L. R. JETER AND C. E. JETER
Odell and Plano

Older stated, has been made the subject of study for two years by the Iowa Highway Department and the U. S. Bureau of Highways, and it was found that it cost 1¼ cents more per vehicle mile over dirt roads than over hard roads for gas alone. The added cost of tires, and upkeep would probably be as much more. Mr. Older continued:

Last year the state completed 740 miles of pavement, 547 miles of which lies on the state bond issue system. This was a world's record and was made in spite of the rail strike, coal strike, cement shortage and the strangling priority orders of the Interstate Commerce Commission. This was an increase of 326 miles over the preceding year, and this remarkable increase in road production was brought about in the face of the greatest obstacles, largely by having a greater mileage of roads under contract. A survey of our road material plants reveals the fact that there is ample capacity to take care of a road program of 1,000 miles per year and yet leave plenty of contractors, labor and materials for other construction activities.

We now have under contract approximately 800 miles of pavements of which about 700 miles lie on the state bond issue system. As soon as the general assembly makes the necessary appropriations and probably within 30 days, 200 miles more state bond issue pavements will be placed under contract, leaving only a small additional mileage to be advertised. On these contracts approximately 60 per cent of the cement will be shipped and stored by June first, and a corresponding amount of sand, stone and gravel will be stored. Never in the history of the state have we entered a construction year with such foresighted preparation and in such good condition. We could easily have had 1,000 miles under contract had not the legal restrictions of appropriations interfered.

Some people urge that we should go slow until we

know how the roads should be built. Illinois has been doing that long enough. Besides this, the state division of highways has just about completed the greatest and most fruitful piece of highway research work that the world has ever known. The division constructed the Bates test road near Springfield, having a length of about two miles, a standard width of 18 feet, and embodying 63 separate sections which have all practical thicknesses and combinations of asphalt, brick, and Portland cement concrete. This road has been subjected to an actual traffic test in which trucks of weights varying from the lightest to the heaviest permitted by law were run continuously over the surface. By this means 23,000 round trips with heavy trucks were made over the road which would amount to many years of normal traffic. Trained technical observers ascertained the load carrying capacity of each type of road. This test enables the division of highways to design a pavement to sustain any given load at the most reasonable cost. It is interesting to note that the standard design used by the division of highways came through this incessant hammering by the heaviest trucks permitted by law, without a single break. The pavements now being built by the state will stand indefinitely, without deterioration, the heaviest truck traffic permitted by law. Illinois has led the world in highway research and is molding the highway engineering policies of the United States. Illinois roads are not an experiment. The state has spent money to find out how to build them. No propaganda inciting fear concerning the durability and quality of Illinois roads should confuse our citizens.

Mr. Older showed a series of charts which gave the probable increase in population over a period of 20 years, the increase in number of automobiles in use, and an interest and amortization table, which showed that the present automobile license fees extended over 20 years, with probable increase in number but not in rate, would cover all interest and amortization fees for the \$60,000,000 bonds already expended and the proposed \$100,000,000 bonds for extending the work.

ADDRESS OF F. E. WATKINS

President F. E. Watkins of the Grain Dealers National Association, presented the following address on "Some Aspects of the Present Agrarian Movement":

DURING the past two years the attention of the American citizens has been focused on the development, within their midst, of an agrarian movement or uprising. Similar waves of agitation in behalf of agriculture have reached their crests periodically in the past. We need not go back in history further than the span of three generations to recall the episodes of Greenbackism, Populism and Free Silver. Each movement was the direct result of the maladjustment of prices realized by the producer for his commodities as against relatively higher prices paid for commodities which he must buy. Each wave was accompanied by a demand for "cheap money" with which to pay off excessive debts contracted during the previous period of prosperity and inflation.

We are facing a similar situation today, with the demand for greatly extended credit in place of cheap money, but with most of the other characteristics of previous waves in evidence. The former waves subsided in time and it is reasonable to assume that the present agitation will likewise culminate and recede as the farmer regains his equilibrium financially and mentally and loses interest in chimerical, impractical schemes for controlling economic conditions by legislation.

Remedies Offered

In his distress, which we well know has been real, many remedies are offered to the agriculturist. Foremost comes the suggestion to eliminate all middlemen and cut down the cost of distribution. The reasonableness of this theory seems very apparent on superficial examination. Upon going deeper into the question, however, it is obvious that if the present scheme of distribution was economically unsound the middleman would long since have disappeared in the sharp competition of modern times.

A most careful and unbiased investigation into the subject of distribution was made, and presented to Congress after a year of research, by Congressman Sidney Anderson of Minnesota, chairman of the Joint Congressional Commission of Agricultural Inquiry. Nearly 3,000 experts in industry, banking, transportation and agriculture, for the most part loaned to the Commission, but whose estimated salaries approximated \$5,720,000 for the year's time involved, assisted in the work. Mr. Anderson is clear-thinking, hard working, fair minded—a representative of an agricultural community and by training and disposition would, at least, not lean away from the producers' viewpoint and interests.

Hear his conclusions in an article appearing in the *Nation's Business*, for January.

"I have spent a year in the investigation of the distributive processes and all their relations to production, assembly, converting and distributing goods and commodities.

"The investigation covered not only the processes

of distribution, but the related activities of production, manufacture, transportation and credit.

"I would have made almost any sacrifice or have given almost anything which it was in my power to give if as a result of this investigation it had been possible to develop a formula, a new rule of thumb plan of distribution which could have been applied to the situation much as a mustard plaster is applied to the back of the patient to eliminate pain, but I am convinced that there is no such formula and that if there were, there are so many more people in the world who prefer pills to mustard plasters that it would be possible to secure only a partial result."

If there was any proof that the middleman was exacting an undue toll, such a thorough going unbiased investigation would have certainly produced it and the discovery would have been broadcasted from one end of the country to the other.

Furthermore the entrance of the co-operative elevators into the handling of grain at country stations has evidently proven this fact to all intelligent farmers, who have discovered for themselves that an economic service is performed by such facilities, and from their practical experience they can conceive that the succeeding steps in the distributive scheme of handling grain are likewise justified—nay, rather, indispensable.

And so we have the later development of efforts to parallel the middleman (realizing that he performs an economic service and cannot be otherwise eliminated) with so-called "larger co-operative unit" enterprises adding to the functions and profits of a producer those of a merchant. We also hear much talk of "orderly marketing" and "pooling" and "stabilizing" of grain prices, especially wheat. This brings us by natural stages to a consideration of various efforts along this line and some legislation purporting to be in behalf of agriculture.

Recent Legislation

In Congress we have seen the passage of several bills extending greater credit facilities to the farmer. It remains to be seen whether these will be, to him, an unmixed blessing. The Norris Bill, an attempt to launch the Government in the grain business in all its branches, while reported out of committee, was forced to give way to the credit bills, but it is not buried by any means and will doubtless make its appearance in the next Congress.

Also the Gooding Bill for the stabilization of wheat prices met with much the same fate but will doubtless be revived when Congress meets again. Leaving out of consideration the fact that none but wheat producers are considered in this bill, and thus only a restricted class within a class could possibly be benefited, the theory that, by establishing the price for the surplus of the American wheat crop, the laws of supply and demand can thus be set aside in the handling of a crop of world wide production (such as wheat) is preposterous.

In a speech at McPherson, Kan., on October 25, 1922, Secretary of Agriculture Wallace made a very wise observation relating to this matter of price fixing, as follows:

"It is foolish to close our eyes to the teachings of history of the past 3,000 years. Government cannot successfully fix prices on farm crops unless Government at the same time exercises arbitrary control over production and is prepared to take care of surplus crops grown. Government can see to it that the farmer has the credit facilities he needs. Government can see to it that the markets are open and that the farmer gets fair treatment. Government can collect and pass on to the farmers, information as to crop production, probable demand, foreign competition and the various things which influence prices. That is about as far as Government can safely go."

The most recent legislative novelty is exhibited by the introduction of the Standard Co-Operative Marketing Bill in some 25 of the principal grain producing states. With but little variation in form it appeared simultaneously in the various legislatures and it is reported to have been passed in at least 17 states.

The bill would permit of the possible destruction of all of the established machinery for handling grain, including the co-operative stock companies in existence at present. It has been consistently opposed by the organized farmers co-operative elevators as well as by other grain interests and some important modifications were effected in several states before the bill was passed. It was vetoed in Indiana and New Jersey.

The significance of the measure lies in the suggestion of the extent to which the radical forces behind the agrarian movement are prepared to go if they are given free rein. The fact that certain provisions in this bill are unfair, un-American and apparently unconstitutional gives them not one moment of pause. They apparently overlook or are indifferent to the fact that legislation for one class of citizens opens the door for demands for prejudicial legislation in favor of other classes and that when we start in this country to legislate by trading between groups of legislators representing different classes of citizens we can see the beginning of the end of a stable form of Government.

This Co-Operative Marketing Bill was at first sight surmised to be preliminary to a country wide grain pooling scheme and this is confirmed by recent items appearing under a Washington heading. I quote from a clipping of *The Cleveland Times and Commercial* under date of April 8.

"The Government will be called on at the next session

to provide money and authority for construction of a large number of warehouses for storage of grain and other agricultural products.

"The farm bloc will get behind the project as one of the next important steps necessary to foster agriculture.

"It is proposed to erect warehouses at leading shipping points and terminals in agricultural states. The products of the farmers can be stored, warehouse receipts obtained and used to provide for loans through the new farm credits law.

"Representative Dickinson, head of the farm bloc in the house, will introduce a bill to make authorizations and appropriations for a comprehensive system of Federal warehouses.

"He said that such action was necessary to supplement farm credits legislation and to make the farm credits plan fully workable.

"He said establishment of a system of warehouses need not be burdensome to the Government. A charge would be imposed on the farmer for storage and this would be sufficient to maintain warehouses and build a fund for amortization of the debt incurred by the Government."

Why more storage? At the peak load the terminal elevators of this country do not utilize more than two-thirds of the total rated capacity and on an average for any year do not use more than one-third of the rated capacity. (For corroboration of these figures note report of the Federal Trade Commission on "The Grain Trade"—Vol. III—pages 116-117, also appendix tables



FRED E. WATKINS

No. 3 to No. 5.) If storage in terminals is such a wonderful thing, why are the astute operators of such storage not taking full advantage of their facilities?

Our Attitude as Grain Dealers

The failure of the great percentage of pooling schemes in all commodities and especially grain up to the present date in the world's history acts as no deterrent to the self-seeking individuals behind the present schemes. If indeed pools in any commodity produced in quantity can ever be made successful, grain will be the very last to be so marketed successfully for reasons perfectly obvious to you as experienced grain dealers. The possibilities of gain year in and year out by holding back wheat is very graphically set forth in figures compiled by the Minneapolis Chamber of Commerce from records of prices covering 29 years. It is clearly shown that the average advance in prices does not cover the cost of carrying grain in terminal storage for sale during any succeeding month of a crop year. If any large part of the surplus grain of this country could be pooled it would undoubtedly meet with the conditions presented in these figures greatly accentuated by the weight of the big visible supply thus held back acting as a club over the market.

Dr. Jas. E. Boyle of Cornell University in his recent book, "Chicago Wheat Prices for Eighty One Years," shows even more conclusively that the farmer fares as well to merchandise his wheat in the fall or after harvest as to hold it for sale in the spring. But what are records of facts of this character to the inspired theorists now ready to help the farmer at so much per help?

Pooling

If, then, we accept the conclusion that pooling will ultimately be found to be a failure from the producers' standpoint, why should we as grain dealers show any marked concern about its being tried out and thus proven to be thoroughly unsound in principle? First

let us name the most selfish reason, namely, that it might seriously, if only temporarily, upset and possibly destroy beyond hope of re-establishment within a reasonable time the present system of marketing of which we are an integral part. That might be considered sufficient ground for our opposition.

The second reason is that its inevitable failure may cause irreparable loss to the farmer and, despite all of the misrepresentation of the agitator in his efforts to drive a wedge of suspicion and distrust between them, the country grain dealer is a true friend of the farmer and for more than one generation has been in daily contact with him handling his grain, as a merchant, acting as advisor and counselor, often lending him money and being in many, many instances an experienced farmer himself and knowing intimately and with sympathetic understanding the problems which his farmer friends were facing daily. I am sure your interest in agriculture is deeper than the mere fact that your prosperity is tied up closely with that of your farmer patrons.

Bureaucratic Government

This brief and somewhat fragmentary review of present conditions is offered as a background for the consideration of matter in which all of us (including the farmer) are vitally interested. In the efforts to meet the supposed needs of the farmer, Congress has followed its usual procedure and created new organizations with possibilities for many new jobs. Whenever some person or group of persons can exert pressure on Congress to take action to correct some fancied inequality in the commercial or economic life of the nation a new commission or bureau or committee is created and an appropriation is made and the ball starts rolling. None of these organizations ever seem to terminate or even diminish in any manner. Instead they grow steadily, rapidly in personnel and ability to expend appropriations. One little organization of this character was started in 1914 with a few people and \$75,000. In the intervening eight years, the taxpayers have contributed nearly \$8,000,000 to support this organization which now numbers over 400 persons and a million a year seems the least it can do with. You have doubtless heard of it. It is called the Federal Trade Commission and is used here merely as an illustration of numerous other bureaus and commissions which are ever expanding and increasing in like manner.

A perusal of the list of bills presented in the last Congress to "pension" this and to "provide" that and to "regulate" those and "abolish" these, with a committee or commission and an appropriation attached, makes a taxpayers' blood run cold. Where and when will this stop? The annual income of the citizens of these United States is estimated to be around \$60,000,000,000.

The taxes at present rate of collection figures about

Federal	\$4,500,000,000
State	1,000,000,000
Municipal	2,000,000,000
County	500,000,000

A total of \$8,000,000,000 or between an eighth and a seventh of our total income. In other words each of us labor one day in seven for the Government and contribute seven weeks a year of free labor for its support. Let us consider this matter from another angle. The late Representative Henry T. Rainey of Illinois said: "It is estimated that there are now on the Federal payroll and on state and municipal payrolls, including pensioners and bondholders receiving an income from Federal bonds more than \$500 a year, 3,350,000 men and women. Counting dependents there are at least 15,000,000 people in the United States who are supported by taxes, but there are only 30,000,000 people in the United States engaged in productive labor. Therefore, every two persons engaged in productive labor have on their shoulders at least one person supported entirely by taxes."

Mr. Rainey suggested further that this is the price we had to pay for so-called progressive legislation during the past quarter of a century. Within that period, rising against the trusts for abuses real or fancied the country has been piling commission on commission and bureau on bureau in an effort to regulate business and every thing else. And more serious still is the fact that this movement is increasing rather than diminishing. Under an administration pledged to "Less Government in Business" it is worse than ever before. What will happen when we are all working for the Government two days a week? Three days?

The *Journal of Commerce* makes a comment on Mr. Rainey's figures, which brings us back to our reason for introducing this subject of the High Cost of Government at this time; as follows:

"Perhaps no element in our population is in greater need of an understanding of this situation than the farmers, to many of whom Mr. Rainey was speaking. They have always been fond of railroad baiting and "trust busting." It is for their alleged benefit and at their insistence that much of our program of industrial "control" has been undertaken, especially in the more recent years. The whole program is now reacting against the true welfare of the farmer as well as against that of the nation at large. Sooner or later we shall be forced to call a halt upon this evergrowing extravagance. The sooner we get about it the better for all concerned."

What shall we do about it? What can we do? I would offer three suggestions for your thoughtful consideration.

First, let's strengthen our ties with our farmer patrons.

Let us try to get over to him the inward significance of all this exploitation of the agricultural interests by professional agitators and self-seeking politicians and the tremendous cost to him and the rest of us, without any adequate return. Let us get together in a mutual effort to reduce taxes by eliminating unnecessary Governmental expense.

Next, let us see our representatives in Congress during the interim, get acquainted with them, get their views and assure them that there is still among their constituency a goodly crowd of sane thinking people and this crowd is increasing and that they are not compelled to vote against their best judgment because they are afraid their constituents will not back them up.

Surely, all of our representatives are not as cowardly and spineless as some would have us believe and as their actions might indicate at times. They need our support.

Finally, Arouse public sentiment in your community for a return to simplicity in government—to the "Republic" founded by our forefathers and to its constitution from which we have swung far away in the last two decades.

If your present representatives will not stand firmly for this ideal and its corresponding reduction in cost of government, concern yourself in securing candidates who will do so and work for their election. There are many radical elements, perhaps more than we realize in this country, awaiting a favorable opportunity to foist a communistic state upon us. If the right thinking people of this nation are not aroused and active in this matter, then is our great country indeed in peril.

EXPERIENCES OF A WEIGHMASTER

J. A. Schmitz, weighmaster of the Chicago Board of Trade, gave a series of experiences, some of them illustrated by lantern slides:

THE PRIMARY functions of a department of weighing are to modernize the facilities and to improve the methods, used in the handling and the weighing of grain to and from cars, to the end that weights, independent of the interests of either party to a transaction, will be available for settlement purposes. Plainly, it is the duty of a weighing department chief, in regulating the details of his office and employees, to see that regulations are adopted, and enforced, that are requisite to protect all interests concerned. Be it remembered that the shipper, by selling his grain on the basis of terminal weights, assumes all of the hazard of loss, through possible leakage and theft in transit, as well as possible errors, waste and bad practices at the terminal points of weighing. It is the shipper's right, therefore, to demand the use of modern equipment, and modern methods, in weighing his grain at the points where settlement weights are to be determined; and it is the duty of the terminal weighmaster to protect him in all of the details connected therewith by according him fair and intelligent service, else the objects of a bureau of weighing are not fulfilled, and its existence becomes a menace rather than a benefit to the grain trade. A well informed weighmaster realizes that the quality of the "weights," of any market, vitally affects the quantity of grain to be handled at such market.

On the other hand, while a weighmaster is not by any means always irreprehensible in the matter of shortage, he may often be unjustly blamed. And, as suggested by the title of my paper, my purpose today is to point out avoidable causes of weight differences, by relating actual experiences coming to my attention in the ordinary handling of the business of the department which I represent.

A Case in Point

I have here copy of a letter which refers to a shortage on a car of oats for which my department was unjustly blamed. The loader of these oats wrote as follows:

Dear Sir:—I am calling to your attention a shortage which is larger than any I have ever had. I am certain I did not receive credit for all the oats I put in this car, and I shall expect more from you than the usual stereotyped answer; and, in order to head off any such stereotyped reply, I have made out a full detailed report reading somewhat like weighing department reports usually read when giving the results of investigations made by them, only I am telling you how careful I was, and just how I did the work of weighing, checking and loading. You will find this report enclosed. Hoping to hear from you soon that you have located the cause, I am

Very truly yours,

May I say here, that the Weighing Department of the Chicago Board of Trade, invites just such complaints as this, when excessive shortages are in evidence. Of course, in such cases, a shipper is disappointed, and we do not blame him; and we would like to help him all we can. Now, the investigation, in this particular case disclosed that two wagon loads of oats, intended for and charged to this car, found their way into one of the shipper's house bins, and were loaded into a following car. This car, in turn, overran an amount approximating the shortage in question. Right here, it may be stated that weight differences, from such causes, generally are the result of the loader using "inbound" wagon scale weights as "outbound" car loading weights, instead of reweighing the grain as loaded into cars.

Another Shortage in a Car of Oats

I will cite another case, the investigation of which I have just completed, that gave us considerable con-

cern because the reported shortage equalled a Chicago draft. This case concerned a car of oats loaded at Chicago, the complaint coming from an unloader in Virginia. We weighed 48,000 pounds of oats into this car one day, and we completed the car the following day by weighing into it 9,600 pounds additional, making a total of 57,600 pounds of oats. In accordance with our rules, both drafts, and both dates of weighing were shown on the certificate of weight issued for the car. Later, the unloader billed our department for the amount of the second day's loadings, or 9,600 pounds, claiming the car was short that amount, and insisting that this draft of 9,600 pounds, did not reach the car. Our investigation of the matter disclosed no cause for the shortage at Chicago; and, as further verification of the correctness of the Chicago weight, our investigation revealed that this car was weighed by the railroad, on track scale at the Virginia unloading point, just prior to being switched to the elevator for unloading; and this railroad track scale weight equalled the Chicago weight for the car. It is not always that we are blessed with "in-transit" weights with which to check the accuracy of both loading and unloading weights. Of course, such a check is of value only where the discrepancy is unusually heavy, as in the case I have cited.

Trouble Here Was With Shipper's Scales

Here is another letter from a shipper, received by our department, relating to shortages on a number of cars going to a certain Chicago elevator.

Dear Sir:—All of our cars, unloaded at Elevator Blank, have been falling short from 400 to 600 pounds per car. On the other hand, cars unloaded at other elevators in your terminal are holding out satisfactorily, thereby checking our shipping scales, and proving that we are weighing grain correctly. Therefore, there must be something radically wrong at Elevator Blank. What have you to say about it?

Very truly yours,

Now, in checking over the cars of grain, received from this shipper, we found that he had shipped 9



B. S. WILLIAMS AND H. H. DEWEY
Sheffield and Bloomington

cars of oats, all of which had been unloaded at Elevator Blank; and that, by a peculiar coincident, all of his other cars contained corn, and were unloaded at other Chicago elevators. In other words, Elevator Blank had received only oats, and the other elevators only corn. Finding nothing at Elevator Blank that would suggest a possible cause for the weight differences, we worked on the theory that possibly the difference in the grains (corn and oats) was the key to the solution. With this in mind we arranged for a test of the shipper's scales, and this test proved that our theory was well founded, since we discovered an error in the multiplication of his scale, which would, of course, affect both corn and oats alike, but the heavier drafts of corn that were weighed caused the scale to settle, and to bind on the loading spout.

This bind, in turn, set up a counter error in favor of the car, when corn was being handled, with the result that the net weights of the corn were approximately correct, while, on the other hand, the lighter drafts, when weighing oats, did not cause the scale to bind, hence cars loaded with oats were short in accordance with the error in the multiplication of the scale, which error practically accounted for his excessive differences in the weights of the oats unloaded in Elevator Blank, thereby clearing up the record of Elevator Blank. Incidentally, the error in the multiplication of this shipper's scale was the result of some uninformed mechanic moving the nose irons of the scale in an endeavor to correct the error in the scale, that was caused by the aforesaid binding of the scale spout. "Nose irons" should never be touched until the need for moving them has been established beyond all doubt. Don't let the village blacksmith monkey with your scale.

The next experience I shall relate, because of its

contradictory character, was one of the most puzzling cases I have had to solve, and, before its solution, I received some very bitter letters, although, not only was our department without blame in the matter but, also, the shipper, himself, was absolutely correct in every statement that he made relative to his weights. Briefly, this experience was as follows:

A bulkhead car, containing barley and wheat, arrived in the Chicago outlying grain inspection yard. The grain inspector reported that two-thirds of the load composed wheat, with wheat in the doorway. The wheat was sold to an elevator, and the barley to a malt house. Accordingly, the car was sent first to the elevator to have the wheat unloaded. Upon arrival at the elevator, however, barley was found in the doorway instead of wheat. Hence, it was necessary to unload the barley into one of the elevator's scales, to permit of the unloading of the wheat.

Immediately after unloading the wheat, the barley was returned to the car, the car resealed, and sent to the malt house where the barley was unloaded and weighed. But, when the shipper received his account of sales, he reported a shortage of 200 bushels on the barley, and he inferred that the elevator, which unloaded the wheat was responsible for the shortage on the barley. Moreover, he insisted that this elevator should not have taken out the barley, as it was all in one end of the car, protected by suitable bulkhead, all of which was definitely verified by the Chicago sampler. On the other hand, the weighing department deputy, and the elevator people, insisted that the barley was in the doorway, and hence, had to be removed; and, moreover, that all the barley which had been removed, was replaced in the car.

My investigation of the matter disclosed the fact that, after the grain had been sampled, the car met with an accident, which broke out one side, disturbing the bulkhead. The railroad, in turn, in remedying this condition, transferred 200 bushels of the barley to a railroad shanty, and they tore out the old bulkhead, building a new one in the opposite end of the car, thereby changing the dividing line, so that barley was in the doorway instead of wheat. We found the 200 bushels of barley still in the shanty, and everybody was happy.

Emphasizing the Need for Careful Records

Another experience which I shall relate refers to grain weighed in small capacity automatic hopper scales. The shipper of this grain showed unusual feeling in the matter, and, in addition to complaining about shortages on four particular cars of grain, he charged that when he shipped his grain to one Chicago receiver he received much better treatment in the matter of weights, than when he shipped to the receiver of these four cars in question. It is needless for me to say that when we weigh grain we seldom know who is the shipper, and also that we seldom know who is the Chicago receiver, which was the case with these cars.

This shipper was so insistent that these were the facts in the case, that after completing my investigations at Chicago, I visited the shipper's elevator some 70 miles away. To begin with, I found his only records consisted of a little memorandum book which he carried in his vest pocket. An examination of this vest pocket record disclosed that his weights, for the cars which he complained were short, were incorrect; that he had weighed the grain in 160 pound drafts, but in multiplying the number of drafts, shown on the indicator attached to his scale, by the pounds per draft, he had used 168 pounds as the multiplier instead of 160 pounds, thereby charging each car with 8 pounds more per draft, than it received; and, as shown amounted to from 2400 pounds to 3600 pounds per car.

This experience, which is one of many of a similar character that have come to my attention, emphasizes the need, first, for comprehensive records, second, for intelligent verification of weights, and third, thorough investigation before blaming the other fellow. For our part, we have found it advantageous in the solution of weight differences, to carry on our investigations with the idea in mind that the causes therefore are at Chicago.

Now, I have been telling you of experiences wherein shippers and railroads have been the cause of weight differences; and I would feel just a little guilty, if, before closing my paper, I did not also relate an instance or two, where the terminal weighmaster slipped a cog, for we weighmasters are only human.

In reciting such an experience, I shall mention a cause of frequent error in recording not only weights, but, also, car numbers. I have in mind the liability to transpose figures, which, as you know, is much too easily done. For example, to write 860 as 680, 450 as 540, and so on. This tendency to transpose figures makes a recording device, or other method of checking weights, of particular value. The experience, which I shall relate, concerns a mistake of 9,000 pounds on a car of wheat. The gross weight of the car, actually, was 132,450 pounds, but, the weighman, in transcribing the weight to his daily record, recorded it as 123,450 pounds.

This error in transcribing the weight was discovered when checking the printing beam ticket used, and, fortunately, before the account of sales went to the shipper. Incidentally, practically all of our track scales are equipped with printing beams, and the rules of our department positively require checking of all

weights entered in our records, with the records of weights imprinted by recording beams. In fact, all "weights" at Chicago are read and recorded at the scale by two men, independently, and, in addition, where no recording beam is used, our deputies verify the weights, by entering in their records, the number and different denominations of the weights used. Similarly, do we commend to shippers such verification, when reading and recording weights.

Following Mr. Schmitz' address, Eugene Smith, secretary of the St. Louis Merchants' Exchange, invited the Illinois dealers to come to St. Louis for their next convention. This ended the session.

WEDNESDAY MORNING

The final session was opened with an address on "Fire Hazards in Country Grain Elevators" by J. J. Fitzgerald, assistant secretary of the Grain Dealers National Mutual Fire Insurance Company. He said that the world was full of trouble, that everyone had his own ideas as to the most important one which needed correction, but that, in his opinion, the problem of waste was the most important and one of the hardest to rectify as it calls for a correction of our own habits, whereas we would much prefer correcting the other fellows'. There is waste in everything; human life, materials, labor, etc., but he would confine himself to the waste occasioned by fire.

In the United States there are 21,000 country elevators, and 2,016 in Illinois. From 1918 to 1922 there has been a progressive increase in elevator fires. In the 13 Central States there were 129 country elevators burned in 1918; by 1922 this total had risen to 202. In Illinois in the five-year period an average of over 1 per cent of the elevators were burned each year. In 1918 one elevator in every 102 burned; in 1922 one in every 79 went up in smoke.

At the present rate of fires, the losses call for a rate of 1 per cent to cover the losses alone and another 1 per cent to cover the cost of doing business. And yet the mutual insurance rate is only 75 to 85 cents. This is made possible by selection which is the essence of mutual insurance. Twenty years ago the average rate made by old line companies to country elevators was \$31 per thousand. Now it is \$8 in the mutual companies, and this competition has forced the old line companies to reduce their rates below the actual cost considering the kind of risks they accept.

One of the insurance companies recently made a chart of fire losses and business failures, and it was found that the two lines were identical. A similar chart showed that fire losses in the South held an exact relationship to cotton prices. This seems to show that there is a bad element in the fire insurance business. There has been a tradition in insurance circles for many years, that elevator fires showed a corresponding relationship to grain prices and that there is a suspicion of crookedness. But Mr. Fitzgerald stated that in his 20 years of grain elevator insurance experience, he had found just two cases which he was convinced were dishonest.

Every year there are from 400 to 500 partial losses by fire, with damage from \$10 to \$50. Seventy-five per cent of these small losses are overpaid, for damage always looks worse just after it occurs and when the claim is sent in. This is not due to crookedness, but to lack of judgment. It is the National's practice to inform such claimants to have repairs made and bills would be paid, and actual expense of such repairs runs from 10 to 40 per cent of the claim.

Over a series of years Illinois had 188 losses by fire of which 95 were total and 93 partial losses. Of the total losses 25 were ascribed to "unknown" cause, the majority breaking out between 10 p. m. and 3 a. m. If the house had been examined thoroughly before closing up for the night, 50 per cent of these fires would have been avoided.

The next two highest fire losses were due to locomotive sparks and to lightning. Most of these losses, however, occurred some years ago, before iron cladding and rodding of houses was so general. Properly grounded iron cladding protects the elevator against both sparks and lightning.

In Illinois the proportion of total losses, 50 per

cent, is higher than the country as a whole, 38 per cent. The difference between total and partial losses in the majority of cases, is a barrel of water and buckets on every floor of the house. The water barrel is the approximate symbol of the mutual companies, for it stands for the difference of high and low insurance rates. Patent fire extinguishers are fine under certain conditions but they must be tested every six months. The water barrel is the most important protection the elevator has and should never be neglected.

Mr. Fitzgerald pointed out that fire prevention was the problem of the elevator operators. All the insurance companies can do is to point out the hazards, but it is up to the operators to correct them. If the grain trade is to enjoy low insurance rates every dealer must take care of his own house. The problem of waste must be solved, and dealing as they do with an essential foodstuff of which the whole world stands in need, the grain trade has a great and solemn responsibility.

WORKMEN'S COMPENSATION ACT

George M. Williamson of the Integrity Mutual Casualty Company gave a short explanation of the Illinois Workmen's Compensation Act, and the ways in which liabilities arising under it might best be met. He pointed out that the best way to meet such liabilities is through organization, and related the differences in organization and method of unincorporated societies, incorporated stock companies and incorporated mutual companies.

He told of the organization and growth of the

credit of disseminating it. The Department of Agriculture is co-operating in every way with the Board, and the U. S. Treasury Department has also designated WDAP as the official station for broadcasting its health bulletins.

The Board of Trade has spent a great deal of money on its radio service, and for just one reason: To sell the good will of the Board of Trade. In the morning, at stated intervals, it sends out market quotations. No dope, no opinions are sent out, in fact no one but the president of the Board, the executive vice-president, and the secretary are ever allowed to say anything at all at this time. In the afternoon closing prices are given out, and later a general review from conservative sources, is broadcasted.

The idea is first to establish a service which will be used and recognized throughout the country. It is the intention of the committee from time to time to give informative talks on how a grain car is received, tested, and the grain weighed, all the steps of receiving and selling a car of grain; tracing a trade through all its steps, etc.

After the idea of service, the Board wants to establish a human element in its broadcasting, it wishes to provide entertainment of high class and to promote the idea that the Board of Trade is made up of men in no way different from those who receive the messages. But it is also desirous of having its station WDAP recognized as an influence for good, an uplifting and enlightening agency. To that end it has eliminated jazz music



FROM THE ST. LOUIS MARKET
Eugene Smith, S. A. Whitehead, Louis F. Schultz, A. H. Beardsley

Integrity company, founded largely by and for the grain trade, and the protection it afforded to employers under the Act. He ended his remarks with the hope that many more dealers would get better acquainted with the company for their own protection.

BOARD OF TRADE RADIO BROADCASTING

Henry A. Rumsey, chairman of the Chicago Board of Trade Radio Committee, gave an interesting talk on the Broadcasting Work of the Board of Trade. He stated that the reason the Board took up the subject was that the Directors realized that, with the general use of radio through the country, many unauthorized people would take it upon themselves to broadcast information or pseudo-information which might be costly to the public. They determined to send out information which could be depended upon by the public.

A committee was appointed and they went to Secretary Hoover to have a certain wave length designated to the Board, so that every one could know the source of their information. At first the reading of quotations was relayed, but at the present time a man sits in the visitors' room at the Board of Trade and at the specified times reads directly into the instrument the figures as they appear on the board. His voice is amplified at the sending station, but it is not relayed, so that source of error is eliminated.

The Government has made several overtures to the Board to take over this broadcasting of markets, but the Board has gone to the great expense of collecting this information and it wants the

from its Sunday night programs and in other ways improved the programs.

From the physical standpoint the Board is making improvements as rapidly as possible. It now has a new sending room enclosed in glass and with the finest equipment attainable, and it has plans made for the building of an antennae tower which will rise 135 feet above the roof of the Drake Hotel, which will greatly improve its sending power and efficiency.

Mr. Rumsey warned the owners of receiving sets that the antennae should be grounded as a protection against lightning. He said he had never heard of lightning following antennae, but it was a recognized hazard and should be taken care of.

RE-INSPECTION AND APPEALS

Adolph Gerstenberg, chairman of the Grain Committee of the Board of Trade, gave an interesting talk on the Grades and Inspection. He recalled the trouble that was experienced two years ago with the grade Yellow Hard Winter wheat. While that experience has not been repeated, he said one could never tell what a season would bring forth, and advised all shippers to buy Illinois wheat on the basis of Yellow Hard Winter, unless they were absolutely satisfied that it was Dark.

Illinois, he said, was blessed with pure seed compared with the Northwest, where the wheat was foul with weed seeds and was responsible for the Steenerson Bill which would have wheat grades independent of dockage.

He told of the care that was taken in the Chicago market on grain inspection, and invited all visitors

to see the sampling department. The moisture testing equipment consists of 26 batteries with six testers to each battery, so that 1,500 cars of grain could be tested easily in a day. But for all the care taken he said there was bound to be a difference in the test, and that this difference was more marked when electricity was used than with gas.

He told of the reduction in cost of grade appeal from \$5 to \$2 and said that in many points he differed with the Federal authorities as to the efficiency of the methods used. For instance, in the matter of probes, five were not always sufficient, for sometimes a car of corn would have 13½ per cent of moisture at one end and 18 at the other.

Mr. Gerstenberg made a strong plea for some grade that would take the place of the old Standard grade for oats, which included low grade No. 2 and high grade No. 3. As at present constituted the oat grades provided for no good commercial oats which was satisfactory and in many cases it meant severe penalty to the farmer. In fact, he stated that the moisture tester was the most expensive item ever put against the farmer.

He warned all shippers of the new rye grades which would be put into effect on July 1, and showed what a great difference there would be in

abolished. This tax amounts to approximately 15 per cent of the tolls charged and this is a heavy burden on the trade. The producers have complained bitterly against the spread between the prices paid to them for their products and the prices charged the ultimate consumer. This spread has been caused, not by the margin of profit exacted by the middlemen, but by transportation and taxation charges. We urge all members of this Association to take up this matter of the war taxes on telegraph and telephone messages with their congressman and senators during the present vacation

the preceding three years. Which demonstrates a most remarkable record of efficiency under the tremendous handicaps under which the railroads were operated.

New equipment put into service since January 1 this year to May 1: Box cars, 22,826; of all classes of freight cars, 50,151; locomotives, 1,228. Awaiting repairs; cars reduced 3/10 per cent, stands May 1 at 9.2 per cent; locomotives reduced 2 1/10 per cent, stands at 22 per cent; a demonstration clear to any unbiased observer that the railroads have set themselves with determination to the task of reconstruction of their organizations to cope with any demands to come from their patrons in handling the stupendous transportation problem of this country, therefore be it

Resolved: That the Illinois Grain Dealers Association hereby expresses its gratification and appreciation in the results that have been accomplished and be it further

Resolved: That the members of this Association pledge their assistance and further support and co-operation in their efforts to reinstate that measure of efficiency in operation and service to the public that is positively essential to the success of business in all its branches and to the prosperity of the nation as a whole.

In Memory of H. A. Foss

Resolved: That it is with profound regret that this Association records in its minutes, the death since our last annual meeting of H. A. Foss, for many years chief weighmaster of the Chicago Board of Trade, a man of truly noble characteristics, most loveable and admirable in his private relations with men, thoughtful and considerate of others, filled always with the instinct and impulsive desire to do good; as a public



JOHN J. STREAM, PRESIDENT CHICAGO BOARD OF TRADE
The Presiding Officer at the Banquet

the marketing of rye under the new grades, and that greater care would have to be exercised in buying than in the past.

RESOLUTIONS

F. G. Horner of the Resolutions Committee submitted the following resolutions which were adopted.

Preserving the Constitution

Whereas, in the test of nearly a century and a half, marked by more profound economic changes than have been previously recorded in 3,000 years of human history, the Constitution of the United States has proven itself the greatest safeguard of human rights ever devised. It has operated as an aid in orderly political progress, restrained rash political experiment under the pressure of temporary conditions, and served to profoundly develop the spirit of sound self-government.

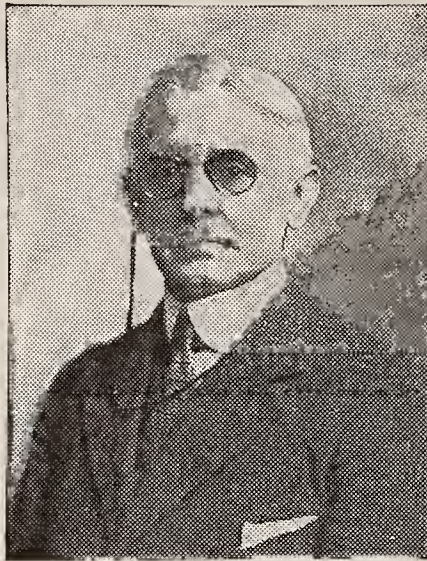
Resolved: That we protest against the spirit that prompts indiscriminate amendment, or radical and hasty change in an instrument through whose protection there has been built a nation in which equal opportunity under the law is the birthright of all men.

Endorses the Almon Bill

Whereas, there was introduced in the last session of Congress, but not passed, a measure known as the Almon Bill, H. R. 9933, introduced by Congressman Edward B. Almon of Alabama. The purpose of this bill is to abolish the war taxes on telegraph and long distance telephone charges, that is, all telegraph and telephone messages of an interstate character; and

Whereas, Congressman Almon is prepared to reintroduce his bill immediately upon the reassembling of Congress in regular session next December;

Resolved: That we heartily endorse this bill and pledge ourselves to work for its passage, both as an organization and as individual grain dealers. As Congress has eliminated the war taxes on freight rates and express charges there is no reason why the tax on telegraph and telephone messages should not also be



S. S. TANNER, MINIER, ILL.
Speaker at the Banquet

of Congress so that an united effort, lead by the Grain Dealers National Association, may be made to secure the abolition of this tax.

Highway Bond Issue

Whereas, the grain dealers of Illinois recognize the economic importance of good roads and their value in moving grain from the farms at lower transportation cost to the farmer, as well as the general benefits they bestow upon every element of our population, be it

Resolved: That the Illinois Grain Dealers Association endorse the principle involved in the proposed One Hundred Million Dollar Bond Issue, to the end that



JOHN R. MAUFF, EXECUTIVE VICE-PRESIDENT OF BOARD
Speaker at the Banquet

the Illinois highway system may be modernized at the earliest possible date, and be it further

Resolved: That we recommend that the Bond Issue be submitted to the vote of the people of the state in 1924, with the safeguards incorporated by the Dunlap amendment.

Approving Railroad Rehabilitation

By order of an act of Congress effective in 1914, the physical valuation of the railroads of this country has been under way, but not yet completed; latest information states the cost to a recent date to the Government has been placed at \$23,000,000 and to the railroads at \$60,000,000.

After the disastrous results from the switchmen's strike in 1921 and the shop crafts' strike in 1922, we have in the late reports of the American Railway Association their official statement of loadings of revenue freight for 17 weeks to April 28, viz.: 15,094,386 cars or one and one-half to three million more cars than



HENRY A. RUMSEY
Toastmaster at the Banquet

official he was inspired by the most exalted ideals of service, and strove with untiring zeal to attain that ideal. The soul of honor, he abhorred subterfuge in any form or degree, and never shirked the performance of any official duties laid upon him by the terms of his position or by his own conceptions of duty. To him in innumerable known and unrealized ways the members of this Association are deeply indebted for services rendered and especially for the sweeping reforms of the weighing service at terminal markets in vogue when he became a weighing official at Chicago. This Committee feels that this memorial of his untimely passing is quite inadequate to express the feeling of love and friendship and obligation felt for Mr. Foss by every grain dealer and every sincere man who had the privilege of knowing him, and meeting him face to face.

Condemning Class Legislation

Whereas, the basis of the unprecedented development of the United States has been the complete freedom afforded to honest individualistic enterprise and

Whereas, such development can not continue if blighted by the poisonous virus of governmental interference, class legislation and bureaucratic control and

Whereas, only by the repeal of such legislation and the refusal to repeat such mistakes can the equilibrium of our business fabric be restored and each and every citizen be assured of a recompense proportionate to the service rendered, therefore be it

Resolved by the Illinois Grain Dealers Association in annual convention assembled: That we pledge that, as we never have in the past, so we never will in the future ask for any legislation preferential to the interests of its members, and be it further

Resolved: That we condemn and demand the repeal of all class legislation now on our statute books and unalterably oppose the enactment of such legislation in the future, and be it further

Resolved: That we demand the withdrawal of our Government from the present program of socialistic interference with legitimate and laudable business effort and a reduction in our present multiplicity of bureaus

and commissions to an absolute minimum consistent with the principles of government as propounded by those wondrous framers of our Constitution.

Thanks for Entertainment

Resolved by the Illinois Grain Dealers Association: That the thanks of this body be extended to the Chicago Board of Trade for their hearty welcome of the Association to Chicago and to the privileges of the Exchange floor; and also to the special committee of the Board appointed for this occasion for the generous entertainment provided for the members and their ladies at the banquet at the Drake Hotel on May 15, one of the most enjoyable functions it has been the privilege of this Association ever to have had extended to them.

Appreciation of Speakers

Whereas, the program, with its numerous numbers has been completed by the presence and participation of each and every one assigned a part thereon, and their messages have been of good spirit and highly instructive and profitable to all, be it

Resolved: That we extend to each a vote of sincere thanks for their edifying message of hope and good cheer.

NEW OFFICERS

The Nominations Committee reported and the following officers were declared elected to serve for the ensuing year: President, L. W. Railsback, Weldon; first vice-president, C. E. Graves, Weston; second vice-president, U. J. Sinclair, Ashland; treasurer, M. J. Porterfield, Murdock.

Board of Directors: B. P. Hill, Freeport; E. E. Hamman, Gibson City; John W. Prather, Williamsville; Lester F. Sowers, Piper City; and E. M. Wayne, Delavan.

No further business appearing the meeting was adjourned *sine die*.

BOARD OF TRADE ENTERTAINMENT AND BANQUET

As a host the Chicago Board of Trade is about 20 points over the May. The banquet was the culmination of a long line of entertainments to Illinois dealers, at one of which Uncle Joe himself, of Danville, Ill., was the principal speaker. However, Uncle Joe, although of the same school, also a farmer, has nothing on our own Shed S. Tanner of Minier, one of the speakers of the evening. There is also plenty of time for Mr. Tanner to serve his state and country. The Drake Hotel was the scene of the banquet, the time, seven o'clock on Tuesday evening, and at that hour, Board of Trade merchants, grain solicitors, country shippers as guests, and a fair representation of ladies comfortably filled the large banquet hall.

To begin almost at the beginning Henry A. Rumsey was toastmaster for the occasion and seemed physically, musically and temperamentally fit. He didn't leave much room for conversation during the dinner, between the convention songs and a wonderful musical and vaudeville program. One shipper was heard to remark upon leaving the hall that the Board of Trade committee sure furnished a crackerjack bunch of stunts.

The authorship of the convention songs was credited to the toastmaster. There were some 14 verses, parodies of popular songs, and the sound waves

rose with wider, vaster vibration than the wheat pit on a wartime morning. Bass voices and soprano voices mingled in one glad harmony. Two of these verses, fair samples of the entire number, follow:

Tune—"SWEET ROSIE O'GRADY"

Sweet corn-y no grade-y,
My own yellow corn;
You may be decayed-y,
But I could have sworn
The car was delayed-y,
And I'd like to warn
Anyone shipping no grade-y
Will have good reason to mourn.

Tune—"TILL WE MEET AGAIN"

Smile the while you ship a car of grain,
If it's short we'll always file a claim;
If it's four we'll try for two,
We'll do all we can for you-ou.
Every shipper gets a moisture test,
If it's high we'll do our very best;
We'll wait and pray each night for you,
Till you ship again.

After the coffee was served, John J. Stream, president of the Chicago Board of Trade, rose and after receiving a hearty burst of applause said that brevity being the soul of wit, he would apply that virtue to the task assigned him. He gave the visitors and guests a most cordial welcome and turned the further proceedings over to the guiding hand of Toastmaster Rumsey.

To tell the stories with which the toastmaster interlined his introductions of the speakers would be only to make famous raconteurs envious. It is sufficient to say he was always there with the goods. He explained that Mayor Dever in his morning's welcoming address had said it would be the purpose of the new administration to free Chicago from its vices. The Board of Trade had three vices, said Mr. Rumsey, and thereupon introduced these vices in the persons of Vice-President of the Board Jos. F. Lamy, Vice-President Joe Simons and John R. Mauff, executive vice-president, who was the first speaker.

"Prosperity will not be wrecked," said Mr. Mauff, "in spite of the rocks of dissension on the tracks of industry. There are many bumps, sharp turns and rusty nails in the path of industry. They have been put there by the topsy turvy conditions in Europe; by strained international relations; by hasty, ill-advised legislation and agitation for legislative panaceas. No single industry has escaped these destructive tendencies of the time.

"But through it all, in spite of the bricks and rocks and blocs on the tracks of industry, there shines out the indisputable fact that American business is fundamentally sound. All agree that there is every reason for continued prosperity if a sane course is steered.

"In the grain business we have just passed through a transition period. The exchange is functioning under Government supervision. The agrarian groups have been granted all their demands. The Government and the exchanges are co-operating

heartily to carry out the letter of the law and maintain the high efficiency of the marketing machinery. There is every reason to anticipate success.

"The Government has made it clear that the futures market is not to be interfered with and that speculative trading which is necessary to the operation of the futures market shall continue.

"When the public fully realizes, as it should, that the Government does not contemplate bungling with the market but rather intends a constructive supervision, there will be a better feeling toward the market. This feeling then will be reflected throughout agriculture and allied industries. It will help to stabilize business generally."

Mr. Mauff pointed out some of the benefits arising from future trading in grain and the protection which this form of insurance gave against loss. After an address which he had delivered before an association of underwriters, one of their number told him that boards of trade appeared to be only underwriters and performed this work at a very low rate for the service rendered. He read two letters from leading foreign associates of large business in which they set forth the benefits both to the producer and consumer which future trading afforded. One of these, Sir Herbert Wilson, declared that exchanges provided against speculation and that speculation in food products existed everywhere in the world except in the United States and Canada, which enjoyed the advantages of future trading.

In closing, Mr. Mauff said that one of the important things in the daily conduct of affairs was doing right. Almost equally important was the announcement to the world that right was being done. The Chicago Board of Trade had always aimed to do right. If a mistake had been made it was in not letting the world know about it.

S. S. Tanner, of Minier, Ill., was the next speaker. Mr. Tanner said he had helped organize the Illinois Grain Dealers Association and mentioned Mr. Eckhardt, Mr. Sager and Mr. Gerstenberg whom he saw before him, as compatriots in those early days. He told of the early grain man's troubles and explained the position of the farmers in which order he claimed membership. He was one of the farmers, he said, who could not get along without the great organization known as the Chicago Board of Trade.

Mr. Tanner gave as his opinion that the farmer's condition was better than it was a few years ago but that he was not getting his due share for his labor in comparison with other great industries. Labor was probably never so well employed. He explained in some detail that the remuneration received by the farmer was far below that received by the miner and the man employed in the building and other trades. He pointed out that the miner had solved his problem by limiting production and if a proportionate wage was paid the farmer he would get \$3 a bushel for his corn and in comparison



THE GUESTS OF THE CHICAGO BOARD OF TRADE AT THE BANQUET AT THE DRAKE HOTEL, TUESDAY, MAY 15

with the laborer in the building trade, \$4 per bushel. The boards of trade, he said, should cultivate a closer acquaintance with the farmer.

Mr. Tanner paid his respects to the Illinois State Legislature by stating it was his opinion the legislature should not be called in session for 10 years and when it did convene its business should not be to make new laws but rather repeal those made during the past few years.

Brig-Gen. George Van Horn Moseley, U. S. A., was the last speaker of the evening. He spoke upon our national defense and the ideals of the American army. He declared that our army has been and will be prepared for any emergency. Since June, 1920, said General Moseley, the policy of the country provides for a small regular army, a larger National Guard and a still larger Reserve. We are paying especial attention to our boys who will form this reserve. We are training and educating the boys, not so much how to use a rifle as to live good lives. We must improve our man power, which other nations are watching carefully.

At the close of Gen. Moseley's speech, the toastmaster invited those present to visit the Chicago Board of Trade Radiophone Station WDAP, located on the tenth floor of the hotel and which has recently undergone very noteworthy improvements. The station reaches thousands of miles by night and several hundred miles in the daytime, and was an object of much interest to nearly all the guests of the Board, at the close of the banquet.

THE AGRICULTURAL OUTLOOK

The committee called by Secretary Wallace to consider the agricultural outlook and to prepare a statement which will provide a basis upon which readjustment to meet the economic situation may be made by agricultural producers, reported on foreign and domestic demand and certain leading products. This report will give a basis for interpreting the report on intentions to plant issued April 20 by the United States Department of Agriculture.

The foreign outlook, on the demand side, seems slightly less favorable to our farmers in 1923 than it was in 1922.

The favorable factors with respect to foreign demand are: First, the influence of American prosperity upon the demand for European goods, and second, the possibility that the slight business recovery that has occurred in a number of European countries may gradually gain momentum. Despite the tariff, European exports to the United States in recent months have been considerably larger than for the same period a year ago. American prosperity increased purchases by the United States in South America, Asia, Africa and Australia, which enables those countries to purchase somewhat more in Europe, thus giving Europe funds with which to buy United States foodstuffs and other commodities.

The unfavorable factors are: First, the progressive piling up of Government debts on the continent of Europe, with its effect upon exchange, currency and business; second, the Ruhr situation.

The only possibility for an important increase in purchasing power lies in the ability of Europe to expand her manufactured exports. It is of the most vital interest to American agriculture that the United States lend aid in every way possible to the settlement of the reparation and other European problems. Revival in Europe has been much more marked in agriculture than in manufacturing.

It was necessary in 1920-21 to submit to great price reductions in farm products in order to get Europe to take them.

The prospect with reference to the supply of farm products for the coming year is that there will be at least no reduction in output in the United States. With some overflow of the business activity of the United States to the rest of the world, particularly the non-European part of the world, the prospect would rather be that there will be some increase in the production of foods in foreign countries. We cannot, therefore, con-

fidently offer any reason for the expectation that our farmers will meet any less severe competition in European markets during the coming year than they have met during the past year.

The domestic demand for agricultural products will be active so long as the present prosperous condition of business with full employment continues. Beyond a period of six to nine months in the future most authorities at present hesitate to make business forecasts, but most competent observers seem to agree that we may expect general business prosperity to last at least six to nine months longer. If this opinion is correct, demand will be distinctly more active next autumn than it was last autumn in so far as the demand for farm products depends upon the purchases of American families not themselves on farms.

The corn situation at this date is about normal, stocks on farms being almost exactly the same as the five-year pre-war average. Between now and the time the new crop is harvested there will be some tendency toward corn shortage because of the larger number of hogs on feed.

Hog production has been heavy and is still in a state of expansion. Unless bad weather and other conditions have reduced the number of spring pigs to an unusual degree, the price of hogs may be depressed next fall and winter.

During the past winter more pounds of pork products were produced than in any previous winter in history, amounting to a 30 per cent increase over the preceding year.

The storage holdings of pork and lard were on April 1, 1923, 929,000,000 pounds as compared to 677,000,000 pounds on April 1, 1922, an increase of 37 per cent in the year, an equivalent on a liberal estimate for carcass weights of over 1,300,000 hogs. All products except lard show a distant increase.

The prospect which producers must face before a year has elapsed is the absorption by domestic and foreign consumers of a surplus of over six million hogs and 250,000,000 pounds of stored products. This represents a surplus of over 7,000,000 hogs, approximately 12 per cent, above last year's production.

The American exports of wheat during the last two years were unusually large, owing to the low exports from eastern Europe, and continued low production in some countries in Europe. These exports should not be taken as normal, nor be expected to continue permanently. The European countries are making efforts to put their grain production on a pre-war basis and as they become able to accomplish this it is to be expected that our exports will decline and that our production should be readjusted to meet these changing conditions.

The condition of the Winter wheat crop in the United States is unfavorable. The intended plantings of Spring wheat are 94.5 per cent of last year's acreage and weather thus far has been unfavorable for spring planting. The enormous net movement of 1,120,000 persons from farms to towns and cities in the two years ending with December 31, 1922, leaves the farms in an unfavorable position to meet emergencies.

The rainfall in the United States has such a dominating influence on the final production that in spite of unfavorable factors the supply may be so large as to keep prices low or if the rainfall is unfavorable it may result in such a reduced production as to make farm prices rise.

The world's consumption of American cotton in 1921-22 was about 12,600,000 bales; the indicated world's consumption for the year 1922-23 is not less than 13,000,000 bales. There is no evidence at present that the consumption of 1923-24 will fall below this figure.

The available information indicates, however, that the world carry-over of all cottons on July 31, 1923 will be 6,800,000 bales (largely of foreign short staple cotton) compared with 6,700,000 bales in 1922 and 10,500,000 bales in 1921, and that the use of American cotton will be little, if any, restricted on account of foreign production.

On the basis of farmers' intentions to plant 12 per cent greater acreage than they planted in 1922, the cotton acreage harvested in 1923 would be

36,888,000 acres, if the yield per acre in 1923 should prove to be the same as the average for the five years, 1918-22 the total crop would be 11,810,000 bales. If the yield should be the same as the lowest in the last five years (124.5 pounds) the total crop would be 9,610,000 bales. If the yield should be the highest in the last five years (178.4 pounds) the total crop would be 13,770,000 bales.

The indicated carry-over of lint cotton (including mill stocks) in the United States at the end of the present cotton season (July 31, 1923) will be 1,184,000 bales (including 100,000 bales imported foreign cotton), compared with a carry-over of 2,832,000 bales in 1922; 6,534,000 bales in 1921 and 4,287,000 in 1920.

The figures of intended planting raises serious questions. The intended planting for 1923 exceeds the acreage of 1922 by 10 per cent; the average acreage for 1918-1922 by nearly 9 per cent, and the average acreage for 1909-13 by 55 per cent.

It is true that the general business situation warrants the expectation of an active demand from ultimate consumers for the next nine months. This factor is favorable. But it is relatively an unimportant factor. In the main since the cessation of extraordinary war conditions, the demand for leaf tobacco is comparatively inelastic. Conditions of production and supply in the main control. There is nothing in the probable demand sufficient to offset the contemplated increase of 10 per cent in planted acreage; particularly when we consider that the 1922 acreage was above the normal and that the trend of prices since 1920 has, on the whole been downward.

MOISTURE AND WHEAT WEIGHT

Observations made by the scientists in charge of the Dry Land Sub-Station at Akron, Colo., for a period of three years showed the amount of water actually required to produce a pound of dry matter. For Kubanka wheat it was found to be 492 pounds of water and for Bluestem wheat 559 pounds of water. These data have been applied theoretically to conditions in North Dakota. During the eight-year period, 1913-1920, at the Dickinson Sub-Station Kubanka wheat produced an average of 2,639 pounds of straw and an average yield of 21 bushels or 1,260 pounds of wheat. After deducting 10 per cent for moisture the wheat presumably contained and 8 per cent for the straw, we have a total of 3,462 pounds of dry matter representing the average yield, in pounds, of grain and straw produced annually during the eight-year period alluded to.

One acre inch of water weighs 113 tons, or 226,000 pounds. And since practically 500 pounds of water is required to produce a pound of dry matter, in the form of wheat, by multiplying 3,462 pounds, (the weight of straw and grain in a 21-bushel crop) by 500 (number of pounds of water necessary to produce a pound of dry matter) it is seen that 7.65 inches of rain are necessary to produce the wheat crop of 21 bushels per acre. As the average rainfall in North Dakota for a period of 20 years is from 15 to 17½ inches there is a large "margin of safety" in the rainfall.

PERILS OF THE CEREALS

Much of the loss in crops which was formerly attributed to climatic or soil conditions is now known to be due to plant diseases or insects. An Illinois bulletin says that during the present year the farmer has had to contend against chinch bugs, corn rot, Hessian flies, army worms, grasshoppers, grain weevils, meadow mice, the corn aphid or root louse, corn-hill beetles, grain lice, wheat midges, moths, maggots, fungous diseases, etc. Perhaps the Hessian fly has been the most expensive to farmers. But the army worm is voracious and the bill for his keep is enormous. The meadow mouse is sometimes overlooked as a cause of loss; yet he requires from 24 to 36 pounds of green vegetable per year to sustain him. It is a miracle almost that any portion of the cereal crops escapes the numerous enemies.

NEWS LETTERS

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

BUSINESS is not as active with the grain trade this month as last, due to slightly weaker prices in wheat and the fact that new grass is in good shape throughout the state, and is resulting in larger use of open pasture. Lack of confidence in prices is resulting in light buying, and the general movement is reported as being a bit quiet all along the line. Millers are not buying wheat to any extent and have been cutting down their holdings in outside storage, until there is practically no long-time storage grain in elevators which are handling for the trade.

In Louisville there is a much better demand developing for feed, oats, rye straw, etc., in connection with the spring racing meeting which is attracting an unusually large string of thoroughbred horses to the two tracks here. Racing starts on May 12, at the Churchill Downs track, while the derby will be run on May 19. Racing has been abandoned the past several years at Douglas Park, which is merely used for stabling and training horses since the track went under the same ownership as Churchill Downs.

The Kentucky Public Elevator Company reported that business was quite slow as compared with what it has been for the past several months. Instead of grain storage of a half million bushels or more, the total storage at the present time is only about 150,000 bushels, mostly transit stuff, there being practically no long storage business in the house. F. C. Dickson, general manager, reported that daily handlings were light, and that it didn't look as if there would be much business for the next several weeks.

The S. Zorn & Co. interests have recently completed their new elevator plant, which is operated as the Gold Proof Milling Company, having added a number of concrete tanks, and a considerable storage capacity.

Edinger & Co., local jobbers, and manufacturers of feeds, reported that local business was quite fair, due largely to retailers stocking up for the racing season, and current demand caused by the early arrivals for the races, but it was stated that business out in the state was rather quiet as a whole, due to good grass and lack of buying demand. Mill feeds have been fair, with manufactured feeds easing off somewhat in demand. Corn and oats have not been especially active.

Prices as reported selling in the local market show White oats at 49 to 49½ cents, with No. 2 White, Mixed and Yellow corn at 91 cents, and No. 3 a half cent lower. Almost all corn is grading No. 2, it having dried out well, while quality was unusually good to start with. In feed, bran is quoted at \$35 a ton, sacked and packed. Louisville; mixed feed, \$35; middlings, \$35; hominy feed, \$36; and cracked corn, \$38.50. In hay there is a good demand for Clover, and rye straw is more active. Prices are holding well due to the fact that farmers are busy and not shipping. Quotations show No. 1 Timothy, \$21 a ton, No. 2, \$20; Mixed, No. 1, \$20, No. 2, \$18; Clover, No. 1, \$19, No. 2, \$17. Wheat and oat straw, \$12; rye straw, \$15.

It is claimed that indications are for a year of relatively high hay prices, due first to transportation cost, along with the fact that much Clover was killed out by freezes and thaws, at a time when there was practically no snow protection, especially north of the Ohio River. Again bad weather throughout the spring retarded farm work, and it is claimed that grass planting this year was below normal, and the report is carried out by reports received from seedsmen. Labor is also scarce in the country, and wages are advancing due to the demand for labor in the cities.

The Bluegrass-Elmendorf Grain Corporation, Lexington, Ky., capital \$200,000, was recently chartered by W. B. Talbert, W. B. Talbert, Jr., and M. C. Talbert.

Cupid had a busy day just recently at the office of the Ballard & Ballard Company, Louisville. Harry L. Waggner, cashier and assistant treasurer, was married to Mrs. Anna Louise Dougherty, of Louisville; while J. Wiley Irvine, assistant traffic manager, was married on the same day to Miss Ivy K. Burdorf, also of Louis-

ville. The fact that both licenses were issued on the same date attracted the attention of one of the newspapers and resulted in a front page story.

T. S. and J. L. Blish, of Seymour, Ind., are named among the incorporators of the Seymour Country Club, which has just recently filed its articles.

The death of Harry Buckley, of Buckley Bros., Louisville, during April, marked the passing of one of Louisville's best known men. Mr. Buckley as a member of Buckley Bros., manufacturers of small milling machinery, was well known to millers and grain men in many sections of the country. He was very active in social and club circles. Few men in Louisville had a wider acquaintance than Harry Buckley, who was universally liked.

CINCINNATI

HARRY A. KENNY - CORRESPONDENT

THE general situation here at the present time is quite similar to what it has been for the past two or three months, daily handlings being very fair with the elevator companies, while storage grain is holding up and there are fair amounts on long storage, especially wheat. Jobbers report a good demand for hay, grain and feed, the latter having been especially good in both mill and manufactured. Retail business has been quite active and the general outlook is promising. The top grades of hay have been in particularly good demand from Kentucky, where race horse interests are getting ready for their spring meetings.

Transportation conditions have shown improvement, much congestion having been cleared up, and shipments are making much better time. River shipments are also being made again after several months, during which the Ohio River was so low that only small steamers and gasoline boats were able to operate.

The local wheat market has been in an unsettled position the past month, because of the unfavorable crop reports and the pessimistic advices from abroad.

An injunction was issued by Judge Stanley Struble last month, against 27 former employees of the Early & Daniel Company, grain and hay receivers and extensive manufacturers of feeds, to prevent them from interfering with the conduct of the business. H. Lee Early, president, charges in a suit filed in the Common Pleas Court, that on April 25, the 27 employees demanded an increase of wages from 45 cents an hour to 52 cents, which he refused to grant. He charges that upon his refusal, the defendants attempted to prevent the company from operating its elevator at Sixth and Carr streets. He also charges that the men patrolled the street in front of the place of business and threatened violence, to prevent persons from entering the premises to obtain employment. The court enjoins the men from interfering with persons in the employ of the company; from congregating about the elevator or warehouse to interfere with the employees of the company; from picketing or patrolling the factory or approaches thereon; from visiting the employees at their homes against their will and from assaulting any employee with intent to cause those persons to leave their employment.

B. J. Drummond, former traffic manager of the Cincinnati Grain and Hay Exchange, has been appointed traffic commissioner of the Mason City (Iowa) Chamber of Commerce. Mr. Drummond came to the Cincinnati Grain and Hay Exchange from Chicago in 1920. He left the local organization early this year.

The Cincinnati Grain and Hay Exchange has joined with the National Hay Association in inviting President Harding to the annual convention at West Baden, Ind., July 24, 25 and 26.

Robert L. Early, treasurer of Early & Daniel Company, represented the Cincinnati Grain & Hay Exchange on the Good Will Trade Trip made by a party of 125 Cincinnati business men into the Appalachian region last month.

Another grain and hay receiving and shipping establishment has been added to Cincinnati's already long list. The newest addition is the Daniel & Boss Com-

pany, a partnership concern organized by Witt A. Daniel and Sherman Boss. Mr. Daniel until recently was a member of the brokerage firm of W. A. Daniel & Co., which has been reorganized and the firm name changed to the Van Leunen & Reynolds Company. Mr. Boss was formerly in charge of the hay department of Early & Daniel Company. At one time he was connected with the H. E. Niemeyer Company.

McQuillan & Co. has moved its offices from the Duttonhofer Building, Sixth and Sycamore streets, to the Miller Building, opposite the Cincinnati Grain & Hay Exchange.

Two new applications for membership have been received by Dominick Schuh, Executive Secretary of the Cincinnati Grain & Hay Exchange. The applicants are the Bluegrass-Elmendorf Grain Corporation, Lexington, Ky., and the Daniel & Boss Company, Cincinnati.

Arrangements are being made by D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange, for the spring meeting of the organization at the Hotel Gibson, the latter part of this month. Meetings of this character are held several times a year for the purpose of instilling new spirit in the members and for the transaction of routine matters in which the entire membership is involved.

Elmer Heile of the Cincinnati Grain & Hay Company and L. W. Perkins, Traffic Manager of the Cincinnati Grain & Hay Exchange, will represent the latter organization at a hearing before the Interstate Commerce Commission at Chicago, May 20, on reconsigning and diversion charges. The hearing was called at the request of the National Hay Association.

William McQuillan of McQuillan & Co., is nursing a badly burned right arm. He was taking a bucket of hot oats to his chickens, when he stumbled over a rake in his rear yard. Mr. McQuillan fell and his arm plunged into the scalding contents.

NEW YORK

C. K. TRAFTON - CORRESPONDENT

THE Nominating Committee recently selected by members of the New York Produce Exchange has named the following candidates to be voted on at the annual election in June: For president, George Rossen, steamships; vice-president, P. H. Holt, flour; treasurer, E. R. Carhart, banker. For members of the Board of Managers: W. A. Johns, provisions; B. H. Wunder and W. W. Starr, flour; Winchester Noyes, shipping; L. W. Forbell and William Beatty, grain.

A. D. Braham has resigned as secretary of E. A. Strauss & Co., Inc., grain merchants and announced on the New York Produce Exchange that he had formed a new firm under the title of A. D. Braham & Co. Mr. Braham has had long experience, being to the manner born as both his father and grandfather had been active in the grain trade in Roumania.

The C. B. Fox Grain Company of New Orleans and New York have notified the New York Produce Exchange that H. B. Watson who formerly acted as their representative here is no longer connected with their concern.

L. H. Fish, familiarly called "Bert" by his many friends on the New York Produce Exchange, recently became representative in this market for C. A. Johnson & Co., grain and feed merchants of Chicago. Mr. Fish is thoroughly fitted for this position as he has had long experience having been associated for many years with his father the late F. K. Fish who was a member of the New York Produce Exchange for many years.

J. Carroll Fahey, for many years a prominent member of the Baltimore grain trade, but lately associated here with Wm. H. Muller & Co., Inc., the grain house which was recently merged with the Rosenbaum Grain Corporation, received a cordial welcome when he returned to the Produce Exchange early this month after a trip to the Pacific Coast. He left here about six

weeks ago when he resigned from the Muller concern after the consolidation. During his return trip through the Northwest the weather was unseasonably cold with rain or snow, and therefore he expects a smaller Spring wheat area.

Members of the flour and grain trade on the New York Produce Exchange were sorry to hear that their old associate Harry E. White had been absent for about a month, having been obliged to take a rest because of a nervous breakdown.

Thomas M. Howell, familiarly called "Tommy" by his many friends in the grain trade, and a prominent operator on the Chicago Board of Trade, is an applicant for membership in the New York Produce Exchange. John Kellogg of the Armour Grain Company, Chicago, is also an applicant for membership in the Produce Exchange.

Edgar T. Richards, N. P. Antoniadis and Emerson V. Clarke, all of the Commercial Union of America, have been elected to membership in the New York Produce Exchange. A. H. Morrin of E. A. Strauss & Co., Inc., grain exporters, has also been elected to membership.

L. D. Stevenson of El Eyre & Co., barley merchants of San Francisco, visited his friend C. A. Robinson of Robinson & Sweet, his firm's New York correspondents, for a short time this month, having just arrived in the city after a trip in Europe.

The following visitors from Chicago were among those recently registered on the New York Produce Exchange: F. E. Alstrin of Stein, Alstrin & Co., grain commission merchants; J. M. Sheldon of the Barlett Frazier Co., commission merchants; A. O. Mason, well-known handler of cash wheat; John J. Bittel, grain trader; K. S. Templeton of J. S. Templeton & Sons, grain merchants; Hiram W. Sager, secretary of J. H. Dole & Co., grain merchants; Frank G. Ely, well-known oats specialist; Paul Picard of Jackson Bros. & Co., commission merchants; A. W. Mansfield, a member of the firm of Thompson & McKinnon, commission merchants; George J. Burmeister and M. Certain, investigators for the Chicago Board of Trade.

The announcement that Franklin P. Frazier, president of the Bartlett Frazier Co., had passed away at his Fifth avenue home in this city, elicited universal expressions of regret among members of the grain trade on the New York Produce Exchange, as well as among grain men in other American markets and in Europe. Mr. Frazier, who was born in Nashua, N. H., on April 29, 1850, was one of the most widely known and successful grain merchants of the country and was highly esteemed for his marked ability and integrity. He began his business career in the hay and feed business in Montreal, but before long went to Cincinnati and entered the service of E. S. Easton & Co. In the early '80s he went to Peoria and became associated with the well-known firm of S. G. Bartlett & Co. In 1888 he went to Chicago and with S. C. Bartlett and Wm. H. Bartlett organized the firm of Bartlett, Frazier & Co. The firm was afterwards changed to Bartlett, Frazier & Carrington, which was succeeded by the present corporation.

MILWAUKEE

C. O. SKINROOD - CORRESPONDENT

FARMERS are in the fields rushing the late planting season to the limit, and consequently they have no time to sell their grain, according to leading grain merchants of Milwaukee. While receipts are therefore reduced, the total is holding up pretty well with the figures established for this season of the year formerly.

The receipts of wheat during the month of April were 201,000 bushels in round numbers as compared with 222,000 bushels in the previous month and 106,000 bushels for the corresponding month a year ago. The wheat supply was therefore twice as large in April as last year.

The receipts of corn at the Milwaukee market for April were 1,165,000 bushels in round numbers as compared with 1,793,000 bushels approximately in the previous month and 1,108,000 bushels for the corresponding month a year ago. The offerings were therefore considerably under those for March as might be expected, but they are just a trifle more than for the month of April last year.

The receipts of oats for the month of April at the Milwaukee market were 1,315,000 bushels in round numbers, as compared with 2,112,000 bushels for the previous month and 846,000 bushels for the corresponding month a year ago. The supply of oats fell off about 800,000 bushels from March, but it was 500,000 bushels in round numbers above last year, or a gain of between 50 and 60 per cent above last year.

The receipts of barley at the Milwaukee market for the month of April were 488,000 bushels approximately as compared with 780,000 bushels for the previous

month and 505,000 bushels in round numbers for the corresponding month a year ago. The supply of barley therefore fell off just a trifle from last year, although the reduction in supply from March 1923 figures was considerable.

The receipts of rye at the local market for April were 229,000 bushels in round numbers as compared with 251,000 bushels in the month previous and 162,000 bushels for the corresponding month a year ago. The supply fell off somewhat from March but it was between 30 and 35 per cent more than for the same month of the year 1922.

These figures indicate that the flow of grain for the month of April was well sustained, wheat supply having doubled the quantity received last year, corn receipts being up just a trifle, the oats supply went up between 50 and 60 per cent above the sales a year ago, barley supply was down a shade and rye went up fully 30 per cent. In general all grains showed receipts above those of 1923 except barley which manifested a slight decline in supply.

The figures on grain receipts at Milwaukee for the first week in May bring the record down to the first spring planting month. The receipts for that week were 118 cars of barley, 41 cars of corn, 154 car-loads of oats, 25 cars of wheat, 25 car-loads of rye, 1 car of flax and six cars of miscellaneous.

The total grain supply for the week was 350 car-loads compared with 481 car-loads for the previous week, 874 cars for the corresponding week a year ago and 476 cars for the same week two years ago. These figures indicate light offerings for the first week in May, less than half the supply last year and considerably below the supply for the same week two years ago.

The grain merchants of Milwaukee still declare that in their belief there is still a large supply of grain left in the country to be sold and that the selling movement will be resumed in volume just as soon as the rush of farm work is over. The grain crop was very heavy, they argue and since grain trade has been slow much of the marketing season, a large amount must be left to sell in the future.

The shipments of grain from Milwaukee for the first week in May were far below those of a year ago for the corresponding week, the total being 873,000 bushels in round numbers for the first week of May, 1923 and 1,742,000 bushels for the corresponding week of 1922. The last week in April 1923, shipments were 778,000 bushels. The total last year was about 1,000,000 bushels larger. The shipments for the first week in May were divided as follows: 340,000 bushels of oats approximately, 399,000 bushels of corn, 35,000 bushels of barley, 52,000 bushels of wheat and 44,000 bushels of rye, making an aggregate of 873,000 bushels in round numbers.

Some striking variations are noted between the prevailing prices of grains at Milwaukee and the corresponding prices a year ago. No. 3 barley has been selling at 66 to 71 cents a bushel as compared with a ruling price of 72 to 74 cents for the corresponding time a year ago. No. 3 White oats is selling in recent trades at 45 to 46 cents a bushel, as compared with a ruling price of 37 to 40 cents for the corresponding time a year ago. No. 2 rye has been selling at the Milwaukee market recently at 77 to 78 cents a bushel, as compared with a ruling price for the same grade of \$1.03 for the corresponding date a year ago. The market for rye is therefore down about 25 cents a bushel. No. 2 Yellow corn has been selling recently in the Milwaukee market at 82 cents as compared with a price for the same grade of 61 cents for the corresponding time a year ago. The advance in a year is therefore about 21 cents a bushel. No. 1 Northern wheat has been quoted in the Milwaukee market recently at \$1.23 to \$1.30 as compared with a price of \$1.61 to \$1.71 for the corresponding date one year ago. The decline is therefore about 41 cents a bushel.

This comparison indicates that corn has had a decided advance of nearly 35 per cent over last year and oats has had a lesser advance of about 15 per cent over last year's prevailing prices. From the standpoint of declines rye leads the list with a slump of approximately 25 per cent from last year. Wheat is a close second with a slump of nearly 25 per cent and barley has declined only about 5 per cent from last year.

A fire recently caused damage estimated at \$100,000 to the mill and elevator owned by the Wisconsin Grain & Cereal Company at Eau Claire, Wis. The origin of the fire has not been determined. The loss was covered partly by insurance.

The May rate of interest on advances has been fixed by the Finance Committee of the Milwaukee Chamber of Commerce at 6½ per cent. This is the same as the rate fixed for advances a month ago.

The Milwaukee stocks of flour at the opening of the month have reached an unusually high figure for this season of the year with 60,000 barrels approximately, reported. This compares with only 16,000 barrels in round numbers for the same date a month ago and 6,000 barrels approximately for the same date in 1922. The range of flour holdings in the last five years has

been approximately 6,000 to 17,000 barrels while the holdings at the opening of May, 1923 were 60,000 barrels. Flour stocks have accumulated and are four to ten times as large as usual at this time of the year.

The Milwaukee Chamber of Commerce has adjusted its hours to the daylight saving schedule in the Chicago market despite the fact that the city of Milwaukee is not operating on daylight saving hours officially this year. The proposition was voted down by the people in the referendum held a few weeks ago. The Milwaukee and Chicago markets are so closely affiliated, it is found, that it is highly desirable to have the Milwaukee time schedule correspond to that at Chicago. Milwaukee grain men are also strong believers in the daylight saving schedule for its own sake.

Milwaukee won a tangible victory when the Interstate Commerce Commission refused to allow the railroads to put into effect proposed rates on grain and flax seed between St. Paul and Minneapolis and Duluth and Superior. The ruling was based on the grounds that such rates would cause undue discrimination against some markets.

M. H. Ladd as chief weigher and A. A. Breed as chief inspector are appointments made by the Chamber of Commerce for the coming year. They are re-appointments, as both of these men have served long and faithfully.

A. R. Taylor, the new president of the Milwaukee Chamber, was appointed as national councillor to the Chamber of Commerce of the United States, representing the local Chamber. Mr. Taylor will attend the annual meeting of the National Chamber in New York.

The new committees for the Chamber of Commerce, appointed each year shortly after the election have been announced as follows:

Committees of the Board of Directors:

Finance: A. R. Templeton, A. L. Flanagan, and Kurtis R. Froedtert.

Furniture and rooms: G. W. Kruse, L. J. Keefe and W. E. Schroeder.

Grain "to arrive": A. L. Flanagan, Kurtis R. Froedtert and A. R. Templeton.

Market reports: E. La Budde, A. L. Johnstone and L. R. Fyfe.

Membership: E. La Budde, A. L. Johnstone and Kurtis R. Froedtert.

Rules and Regulations: L. L. Runkel, A. L. Johnstone and L. R. Fyfe.

Supplies: H. A. Plumb, L. J. Keefe and W. E. Schroeder.

Transportation: Hugo Stolley, G. W. Kruse and L. L. Runkel.

The principal committees of the entire Chamber of Commerce membership are as follows:

Supervisors of grain inspection and weighing, P. P. Donahue, E. H. Dadmun, E. H. Hiemke, J. W. Rice and A. J. Riebs.

Arbitration of grass and clover seed, J. J. Crandall, F. W. Kellogg, H. B. Courteen, Hugo Teweles and J. V. Lauer.

Cash grain closing, Linus J. Beck, E. Liesenberg, and E. H. Hiemke.

Membership, A. L. Jacobs, W. C. Holstein, George D. Weschler, F. J. Phelan and J. V. Lauer.

Publicity, G. W. Kruse, Spaulding Rugee, A. R. Templeton, Frank M. Bell and H. A. Plumb.

Receipts of all grades of Timothy hay have been in excess of the demand at the Milwaukee market, according to the leading dealers, and the lower grades of hay are getting to be more and more difficult to dispose of at the close of the feeding season. There is practically no demand for this class of stuff and for this reason it is almost unsaleable. There is just a fair demand for high grade Timothy. In the Clover and Clover Mixed hays, the market is also weaker and the demand is about over also in the shipping trade.

That Milwaukeeans, including grain shippers may suffer severely if the present plan to consolidate the nation's railroads is carried out, is the view of W. F. Kerwin, traffic expert of Green Bay, who has presented his views for Milwaukee shippers. Under the consolidation plan, two or three lake ports may be served only by one railroad system according to Mr. Kerwin. Such a big railroad might decide that to serve its own interests and its own profits best, it would route the traffic through one city and take it away from another. In that way the railroads would dominate and control the development of one port and the hampering of another port, Mr. Kerwin maintains.

Mr. Kerwin further argues that if the railway consolidations are put through, lake shippers must be served by competing systems. Only in that way, he says, can fair treatment be assured to every Great Lakes port. He declared also that the principal grain shipping ports should be served by the same railways as reach the grain producing sections.

In a general way, Mr. Kerwin says the railway consolidations will be damaging in all probability to the grain trade as what little semblance there is now of railway competition will be killed. With smaller

systems, he adds, there is little rail competition left and this should be zealously maintained as a lever to get better service. Mr. Kerwin further maintains that rail consolidation has been going on for years in a slow, natural, normal way and that that movement is the only consolidation movement that should be considered.

A great local malting plant, which once made a large profit, and which was valued at something more than \$1,000,000, has been sold to junk dealers for a price said to be \$65,000. The drop in values which caused such a huge loss is blamed on prohibition, according to Carl J. Apel.

The plant was that of the Milwaukee Malting & Grain Company, located at 56 to 64 South Bay street of which Mr. Apel is the treasurer. The junk dealers who bought the plant for almost a song, will re-z it and salvage the materials as far as possible. With the sale of the huge malting plant, the grain elevator, machinery and several acres of land will come the dissolution of the company according to Mr. Apel.

"We are through," said Mr. Apel. "Once we had one of the most profitable ventures in the city, but since prohibition went into effect, it has been a losing proposition. We tried the manufacture of malt sirup but it did not pay. Our plant was busy only about one month each year since prohibition. We could not make it go and we will have to take our loss." The plant had a malting capacity of 1,500,000 bushels and the elevator had a capacity of 700,000 bushels of grain.

Milwaukee mills, according to the last weekly report, made 2,000 barrels of wheat flour, compared with 5,800 barrels in the previous week and 4,500 barrels for the corresponding week a year ago. The output of rye flour for the past week was 400 barrels of flour against 600 barrels in the previous week and 1,500 barrels for the corresponding week a year ago.

Reports issued by the Chamber of Commerce show that the railroads are adding many new cars and that the old cars are being slowly repaired so that the number of leaky cars is gradually being cut down. The last monthly report showed about 16 per cent of the cars leaky compared with a top of 30 per cent leaky during the shop strike last year. Before the strike the per cent of leakage was down to 10 per cent of the total and it is expected that this figure will be equalled, or exceeded soon.

A number of large boats have been loaded with grain for shipments east. The first boat of the season loaded out 280,000 bushels of corn. Another steamer loaded with 100,000 bushels of rye, 182,000 bushels of corn, and approximately 121,000 bushels of oats. The grain movement eastward by boat is now going on rapidly. According to Milwaukee records, the open lake season is the latest on record with one exception.

A large corn area in Wisconsin is predicted for the coming year by the state division of market reports, because the number of brood sows on farms is 6 per cent larger than last year. To take care of this added supply of hogs, a material increase in corn acreage will be required.

Unseasonably cool and dry weather with snow in some cases is the report of the weather and crop conditions for Wisconsin in May. The dry weather for several weeks was very favorable, however, for the seeding and the plowing of fields. Warm weather and showers are the need in almost all parts of the state, the light snows not having met the call for moisture adequately.

The real secret of Canada's hesitation about the St. Lawrence deep water way was suggested by C. C. Gillivray of the Canadian Department of Agriculture, who recently made a speech in Milwaukee. Mr. McGillivray says the vast system of Government-owned Canadian railways, which are causing a heavy deficit every year, make for opposition to the deep water way as this would cut down the rail traffic still more. He said western Canada with grain to ship to Europe wants the waterway, but eastern Canada has no use for it. He explained however that coal scarcity has given great trouble in Canada and there is great need for water power to obviate the need of buying so much expensive coal. This will help waterway sentiment, he believes.

Walter J. Fitzgerald, vessel agent of Milwaukee, says the river is now a foot lower than last year. He declared that further dredging of the river was needed if it is to be navigable. The dredging appropriation is lower than last year. The committee to connect the new harbor with the railroads of Milwaukee is hard at work. This plan will take the grain boats to Jones Island where they will not have to use the river.

The fact that the new Capper-Tincher grain regulation law has been declared valid by the United States Supreme Court, will not have much effect on Milwaukee grain trade, according to Secretary Harry A. Plumb of the local Chamber. He said that the local Chamber had qualified as a contract market under the new law some time ago, so that all the conditions for future

trading in grain had been complied with. Mr. Plumb does not anticipate any difficulty here in regard to living up to the new law. Full compliance with every provision of the law will be the policy here, Mr. Plumb adds.

The Wisconsin grain commission said that something like 23,000,000 bushels of grain, mostly wheat, was accumulated at the Head of the Lakes before the opening of navigation. The accumulations of grain at Milwaukee were not large by comparison.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

PLANS have been about completed by the Armour Grain Company for enlarging the handling facilities of Elevator A at Kansas City from 115 cars a day to 300 cars. Work on the improvements, which will cost about \$500,000, will start at once. The capacity of the elevator is nearly 6,000,000 bushels, by far the largest at this market and the second largest in the United States, being exceeded by the 10,000,000-bushel Northwestern Elevator of the same company in Chicago. The increased equipment is made necessary by the fact that handling facilities have not been increased in proportion to the storage capacity the past few years. George E. Marcy, president of the Armour Grain Company, was in Kansas City when the announcement was made.

At the ninth annual convention of the Missouri Grain Dealers Association held in Kansas City May 25 and 26, Ed E. Harte of Boonville was chosen president for the coming year to succeed A. H. Meinershagen of Higginsville. Other officers elected were: A. J. Mann, Clinton, vice-president; D. L. Boyer, secretary; W. W. Pollock, treasurer, the latter two from Mexico. The new directors are: A. H. Meinershagen, Higginsville; A. E. Klingenberg, Truesdale; H. H. Green, Pattonsburg; W. T. Lingle, Bethany; A. G. Sullivan, Nevada.

The convention approved of the "Eat-More-Wheat" campaign of the American Millers in the hope of creating a larger demand for wheat both at home and abroad. Opposition was expressed against the proposed merger of the railroads; the Department of Agriculture was asked to modify restrictions in grading heat damaged wheat, and hearty co-operation with the new Missouri association in boosting the industries of the state and advertising its resources was pledged.

The proposed merger of railroads is being opposed by a large number of interests at Kansas City on the ground that such a move would tend to lessen this market's importance as a shipping and storage center. Charles W. Lonsdale, a former president of the Board of Trade and a transportation authority; Harry G. Smith, president of the Board of Trade, and W. R. Scott, Board of Trade transportation commissioner, have been active in the matter.

A pamphlet entitled "Concise Explanation of the Development, Benefits and Necessity of Present Methods and Facilities for Marketing Grain" has been prepared and distributed by the Kansas City Board of Trade. It was written by William Murphy of the Murphy Grain Company.

About 2,000 posters were printed and mounted by the Kansas City Board of Trade and distributed in southwest territory on a recent trade extension trip of the Chamber of Commerce. Complete statistics of Kansas City's grain and milling industry were shown.

The Kansas City Flour and Feed Club at its annual dinner, April 17, re-elected F. M. Cole as president. Other officers are: C. M. Hardenbergh, vice-president; R. Van Evera, treasurer; G. M. Hamm, secretary. Directors are George Hoyland, Oscar F. Vauer, J. R. Blacker, A. W. Witt and C. L. Beckenbach. President Cole was named a delegate to the convention of the Federated Flour Club of America in Atlantic City, June 5.

T. J. Hedrick, Missouri warehouse commissioner, has been ill for more than a month.

W. C. Goffe of Goffe & Carkener returned recently from a trip to California.

Marion B. Sharp of the Moore-Seaver Grain Company is an applicant for membership in the Kansas City Board of Trade on transfer from E. S. Thresher. The consideration was \$8,500. The latter will continue in the office of R. J. Thresher Grain Company.

The Frisco Elevators Company, which was organized in 1917 at the time of the consolidation of the Brodnax-McLiney Grain Company and the John I. Glover interests, liquidated and went out of business April 30. T. J. Brodnax, president, said he had no plans for the future other than a vacation. Charles E. Dayton, vice-

president, severed his connection with the firm around the middle of April and now is with the Kansas City office of J. S. Bache & Co. in charge of the grain trade. W. O. Brackett, secretary and treasurer, will be with another firm to be announced later. The leases on the Frisco and Memphis Elevators, which have a combined capacity of a little more than 1,000,000 bushels, have been surrendered to the Frisco road. It is understood several bids have been made for them.

Action of the Santa Fe and other roads in collecting \$1.50 for certain switching operations on export grain deliveries at Galveston has been held by the Interstate Commerce Commission to be unduly prejudicial, as no charge is made for this service at New Orleans and Texas City.

W. M. Sloan of B. C. Christopher & Co. recently returned to his office after a month in the hospital.

Wheat receipts at Kansas City in April were 2,907 cars, the second largest on record for this season of the year and 52 per cent more than the 10-year April average. Compared with the preceding month there was an increase of 13 per cent and with a year ago an increase of 5 per cent. Corn arrivals in April were a few cars above the average.

A little improvement in export demand for Hard Winter wheat at the Gulf was noted by Kansas City dealers around the first of the month and premiums improved slightly. For several weeks prior to that, however, trade was dull. The lateness of navigation was a factor in the better demand. A little wheat has been worked to Central American countries lately but details have not been available.

The decision of the Supreme Court upholding the grain futures trading law was somewhat unexpected by grain men at Kansas City, as was the case at other markets. Officials of the exchange at once issued statements that every effort would be made to observe the law. Application for a license as a "contract market" has been made and a number of changes have been made in the rules and regulations. Most of the requirements of the law were already covered by the rules of the Board of Trade. Some confusion arose from the fact that local newspapers referred to the law as likely to stop all trade in futures.

ST. LOUIS

S. F. LARRIMORE - CORRESPONDENT

STOCKS of grain in St. Louis elevators on April 20 were as follows: Public elevators—wheat, 487,334 bushels; corn, 378,071 bushels; oats, 463,791 bushels; rye, 84,478 bushels; barley, 12,687 bushels. In private elevators—wheat, 64,274 bushels; corn, 12,871 bushels; oats, 16,820 bushels, and rye, 2,331 bushels. There were 311,170 bushels of wheat, 243,715 bushels of corn and 41,320 bushels of rye shipped from St. Louis by the Barge Line during April. There were 96,400 barrels of flour in St. Louis on May 1, 1923; 81,100 barrels on April 1, 1923, and 58,300 barrels on May 1, 1922.

Members of the St. Louis Merchants' Exchange recently voted 133 to 56 in favor of adopting the following, to be known as Rule 23:

"Whenever the Secretary, or the 'Claims and Insolvencies Committee,' shall ascertain that a member is insolvent or has failed to meet his obligations covering transactions made on or under the rules of the Exchange, or that a firm or corporation represented upon the Exchange is insolvent or has failed to meet its obligation covering transactions made on or under the rules of the Exchange, the Board of Directors, on presentation and confirmation of the evidence, shall have the power to suspend from membership in the Exchange, such member, and to deny representation to such firm or corporation, as the case may be.

"When a suspended member, or a firm or corporation denied representation hereunder, applies for reinstatement, he or it shall furnish to the Claims and Insolvencies Committee a list of his or its creditors, and a statement of the amount originally owing. Notice of the proposed consideration of the application shall be given through the Secretary, who shall post said notice upon the Bulletin Board for 15 days. Upon the applicant presenting satisfactory proof of settlement of all such claims, the Claims and Insolvencies Committee shall recommend him to the Board of Directors for reinstatement and by a majority vote of those present he may be reinstated.

"If the Secretary or the Claims and Insolvencies Committee shall report in writing that the failure of a member, or of a firm, or of a corporation represented on the Exchange, has been caused by reckless or unbusinesslike dealing, or by conduct inconsistent with just, equitable principles of trade, and that any member or members, of this Exchange have been guilty of, or a participant in, such misconduct, such a report shall be deemed a charge of unmercantile conduct, or mis-

conduct, within Section 9 of Rule IV, of which charge such a member, or members, shall have notice, and if upon hearing of such charge by the Board of Directors under said rule any member shall be found guilty he shall be suspended or expelled from membership in the Exchange.

"Every suspended member, or every firm or corporation denied representation hereunder, shall file with the Secretary of the Exchange within 30 days of his suspension or its denial of representation, a written statement containing the complete list of his or its creditors, and the amount owing to each."

The following have made application for membership on the St. Louis Merchants' Exchange: Henry A. Rumsey of Rumsey & Co., Chicago, to be transferred from I. P. Rumsey; George C. McFadden of G. C. McFadden & Co., Peoria, Ill., to be transferred from W. C. Miller; A. J. Poorman, Fairfield, Ill., transferred from J. L. Frederick; Franklin Fisher Howard of Whitaker & Co., transferred from W. A. Mitchell; Harry J. Fowler, the Fowler Commission Company, Kansas City, transferred from Wm. H. Cordes; Clarence J. Terrell, St. Louis Grain Clearing Company, transferred from Angus A. Clark; Henry W. Allhoff, Allhoff Bros., St. Louis, transferred from Frank A. Allhoff, and Chas. S. Moffitt, of the Moffitt-Napier Grain Company, transferred from J. W. Alcorn.

The following members of the St. Louis Merchants' Exchange attended the Missouri Grain Dealers Convention and were well pleased with the way the Kansas City Board of Trade entertained them: Arthur Kilz, O. J. Wooldridge, Wm. Burton, A. H. Beardsley, Pete Knowlton, John Elliott, Ed. Hasenwinkle, F. M. McClelland, W. J. Brookling and Wm. Malkemus.

Some St. Louis firms handling cash wheat for millers have taken up the "Eat More Wheat" campaign. Their slogan is "Every day, in some way, eat more wheat products."

T. B. Morton has been appointed to serve the unexpired term of R. R. De Armond on the Board of Directors of the Merchants' Exchange. Mr. De Armond resigned to become supervisor of the department of weights and sampling of the Exchange.

Charles Rump who has been one of the flour inspectors for the Merchants' Exchange for the past 21 years, has resigned to take a position with the Kehlor Flour Mills Company, at the mill. The Kehlor Mills company made a good selection when it landed Mr. Rump, as he is thoroughly familiar with flour and grading from A to Z, learning much from the 50 years' experience of his father.

The St. Louis Millers' Club held its twenty-third annual meeting and dinner recently at the Chase Hotel. The following officers were elected: Charles E. Valier, president; A. E. Bernet, vice-president; Frank E. Eichler, secretary and treasurer. The millers voted to endorse and support the national campaign of advertising and education in the consumption of flour. It was pointed out that, although the United States produces the largest amount of wheat, it consumes less per capita than almost any of the other civilized countries.

The regular meeting of the St. Louis Grain Club was held at the Statler Hotel recently; 70 members were present. The following applications for membership were read and favorably acted upon: Julius J. Albrecht, F. H. Barclay, C. J. Gundelfinger, W. E. Hotchkiss, J. W. Jefferson, Geo. Gamy and C. H. Williamson.

The following have been recent visitors upon the St. Louis Merchants' Exchange: E. H. Warner, Waterville, Maine; John E. Getschell; A. W. Bosworth; H. E. Reid, sales manager of Kansas City Milling Company; F. C. Ropte, sales manager of Goerz Flour Mill Company, Newton, Kan.

The Schulz & Niemeier Commission Company at its recent election, chose the following officers: L. F. Schultz, president; H. H. Beckman, first vice-president; O. H. A. Kilz, second vice-president and treasurer; and A. W. Schultz, secretary.

James M. Lugenbiel formally connected with the St. Louis Grain Inspection Bureau, has been appointed assistant flour inspector for the Merchants' Exchange. Henry Woerman has been made assistant chief inspector to succeed Chas. Rump, who resigned to become associated with the Kehlor Flour Mills in East St. Louis, Ill.

W. J. Edwards, president of the Merchants' Exchange, recently announced that he had made application to the Department of Agriculture to qualify St. Louis as a contract market under the Future Trading Act. Mr. Edwards declared it is the intention of the Exchange to support heartily the Capper-Tincher law.

E. C. Andrews, Jr., who for several years was manager of the Mayflower Mills at Fort Wayne, Ind., has returned to St. Louis and will engage in the flour brokerage business.

BUFFALO

ELMER M. HILL CORRESPONDENT

AT THE annual meeting of the Buffalo Corn Exchange, Edwin M. Husted, president of the Husted Milling Company, and head of the Superior Elevator Company, of Buffalo, was elected president of the Exchange for 1923-4. Other officers elected at the annual meeting, which was held late last month, were: William J. Heinold, vice-president; William E. Townsend, treasurer; Fred E. Pond, assistant treasurer and secretary. Mr. Heinold is president and manager of John G. Heinold, Inc., grain brokers. Mr. Townsend, the new treasurer, is president of Townsend-Ward & Co., grain dealers.

The new members of the Board of Directors of the Buffalo Corn Exchange are Henry W. Hudson of the Armour Grain Company; James G. McKillen of J. G. McKillen, Inc., and William E. Townsend. These three succeed Nisbet Grammer of the Eastern Grain, Mill & Elevator Corporation; Charles M. Kennedy and H. C. Harrison. The complete personnel of the board is as follows: Edwin M. Husted, William J. Heinold, William E. Townsend, Frank F. Henry, James G. McKillen, Frederick A. McLellan, Henry W. Hudson, Harry T. Burns and George P. Urban.

An explosion of grain dust wrecked part of the plant of the H-O Cereal Mills in Buffalo, May 8. Two workmen were seriously burned and the lives of 150



FIRE AT THE H-O PLANT

employees of the mill were endangered. Officials of the company estimate the damage at \$30,000. The explosion was in the elevator head on the seventh floor of an annex of the main milling unit. The roof was blown off the building and part of the side walls collapsed. Fire followed the explosion but was quickly extinguished by the firemen.

The H-O Cereal Mills is a brick and corrugated iron structure adjoining the New York Central Railroad. About 60,000 bushels of grain were in the drying kiln at the time of the explosion. The grain is almost a total loss. About a year ago the same building was partly wrecked by an explosion of grain dust in the dry kiln. Officials of the company are making an investigation into the cause of the explosion.

The new unit of the Superior Elevator Company which is under construction will be ready early in July, according to Edwin M. Husted, president of the company. Mr. Husted explained that the new unit will be of sufficient capacity to be of great assistance to the company during the rush seasons of the year and will materially increase the facilities for the rapid handling of lake freighters in the Buffalo Harbor.

The scarcity of available tonnage for the opening shipment down the lakes to Buffalo caused shippers to bid the grain rate up to 5½ cents from the head of Lake Superior, and few charters were reported at that figure. In some quarters it was predicted that 6 cents might be the top price for boats on the first

trip. Vessel owners were sitting tight and wondering when ice conditions would permit them to start their boats. Grain elevators at the Canadian and American heads of the lakes hold capacity stocks awaiting shipment to Buffalo. Early in the month, however, ice was frozen to an unprecedented depth of three feet in some places in Lake Superior. The average opening date for the past 52 years has been April 21 but vesselmen believe it will be about the middle of May before the first grain arrives at Buffalo elevators by boat from the head of Lake Superior. Whitefish Bay, through which all interlake traffic naturally must pass, and usually the last section of Lake Superior to clear, was frozen solidly with 36 inches of ice late in April.

Carleton J. Meyer, who has been a member of the firm of the Chippewa Feed & Grain Company, has become associated with the new firm of Collard Meyer Company, Inc., with offices at 425 Chamber of Commerce Building, grain and feed dealers. Both members of the firm are well known in the grain and feed business in Buffalo. E. B. Collard, having been manager of his late father's business for many years.

Merton L. White, well-known Buffalo steamship agent, has been appointed general agent for the Eastern Steamship Company, Ltd., in the Corstine Building, Montreal. The new steamship company is an outgrowth of the Eastern Grain, Mill & Elevator Corporation of Buffalo and will operate a fleet of new steel grain carriers between Buffalo and Montreal this season via the Welland Canal. Ten boats will be in service this summer. Mr. White has moved from Buffalo to take up his new residence in Montreal. Mr. White has had years of practical experience as a vessel manager and at one time he managed two grain elevators. For some time past he has been general manager of the New York State Barge Canal section of the Transmarine Corporation which operates a fleet of grain carriers between Buffalo and the Atlantic Seaboard.

Navigation on the New York State Barge Canal system was resumed for the season, May 1. Edward S. Walsh, state superintendent of public works, who is in charge of the operation of boats on the waterway, says there have been many additions to the canal fleet but there is still an increasing demand for more grain carriers. A heavy movement of grain throughout the season between Buffalo and the Atlantic Seaboard is predicted by the state officials.

The Buffalo seed market has been very active during the last month. Prices are somewhat higher and the demand is good, especially from rural dealers. Latest price quotations in the Buffalo market are: Choice Timothy, \$3.40@\$3.50; Clover, \$12@\$12.50; Alsike, \$9.50@\$10.50; Alfalfa, \$12@\$13.

An interesting decision has been handed down in Buffalo by a Supreme Court Justice as it relates to storage at a seaport of flour shipped to a European port. The action was started by the Baltimore & Ohio Railroad against the Washburn-Crosby Milling Company, of Buffalo and the decision is an answer to an appeal from judgment rendered in City Court in favor of the defendant of no cause of action. The decision of the higher court reversed the lower court and gives the plaintiff judgment for a nominal storage charge of 37.

It appears that the Washburn-Crosby Milling Company delivered to the Lehigh Valley Railroad at Buffalo four cars of flour for shipment to Liverpool via Baltimore. The flour was to have been shipped over the Johnson Steamship Line and the court holds that the Johnson Line becomes the agent of the shipper. The steamship company was not ready to receive the shipment of flour and it was put in storage in Baltimore. The action was started to recover the storage charges. The milling company resisted payment upon the ground that it did not agree to pay the storage charges.

In its decision the court holds that the railway is in no way to blame for the shipment being stored longer than 15 days in Baltimore but it was bound to care for the shipment until the designated boat was ready to take it. The court holds that if the bill of lading governs in regard to rates that were incorrectly stated, it certainly had to govern in regard to storage which did not appear on the face of the bill of lading. There was a provision on the bill of lading which said that, "through export bills of lading will only be issued founded on written ocean contracts and when shippers in writing guarantee that any storage charge accruing at Baltimore will be paid."

The Black Rock Milling Company, Inc., of Buffalo which has purchased a large amount of new equipment for its plant on the Niagara River, is installing a new conveyor at a cost of \$16,000. It will be used to facilitate the loading of cars with sacks of feed and will permit the loading of at least 12 freight cars without shifting their position on the tracks.

Cases involving claims for \$72,750 against the Armour Grain Company by five lake steamship companies have been transferred from the Supreme Court of Erie County to the United States District Court in Buffalo. The actions were brought by the Eastern

Steamship Company, The Kinsman Transit Company, the Pioneer Steamship Company, the Cleveland Cliffs Iron Company and a second action by the Pioneer Steamship Company. All of the actions are based on the alleged enforced idleness of the boats carrying cargoes for the Armour Grain Company, because they were unable to unload the grain when they arrived in Buffalo due to a congestion at the terminal elevators last fall.

Feeds are scarce and prices have been firm in the Buffalo market during the past month. There have been several price advances and the latest quotations in less than car loads are: bran, per ton, \$36; Standard middlings, \$37; flour middlings, \$39; Red dog, \$39; cornmeal, coarse, \$40; cracked corn, \$39.50; hominy, white, \$37.50; hominy, yellow, \$37; gluten, \$41.55; oilmeal, 31 per cent, \$43.50; cottonseed meal, \$54; Milo, No. 2, 100 pounds, \$2.20; rolled oats, \$3.10; buckwheat, local billed, \$2.

Latest flour quotations in the Buffalo market are: Best patent, \$8; bakers' patent, \$7.75; first clear, \$6.25; pastry, \$7.50; Graham, \$7.25; rye flour, white, \$6; rye flour, dark, \$5.75.

The George Urban Milling Company of Buffalo elected these seven directors at the annual meeting of stockholders held in the office of the company in Urban street: George Urban, Jr., George P. Urban, Charles R. Huntley, Edwin Lang Miller, F. A. McLellan, William J. Seligmann and Walter P. Cooke. The company is making several changes and additions to its poultry feed department which has shown a very substantial increase in the last few years.

Kreiner & Lehr of Buffalo have awarded to L. R. Veatch the contract for the construction of a concrete grain elevator in Elk street at the Erie Railroad with a capacity of 100,000 bushels. The structure, when complete, will cost approximately \$135,000. There will be 16 bins with a capacity of close to 5,500 bushels each. The main unit of the elevator will be 130 feet high and the entire structure will cover a ground area of 85 by 40 feet. There will be two loading and unloading tracks with three legs to carry the grain to the top of the elevator where it will be distributed by means of direct spouts into one of the 16 storage bins. There will be a completely equipped grain drier in connection with the elevator. The type of drier has not been decided upon but it will have capacity of approximately five cars a day. The elevator will have an unloading capacity from cars of about 10,000 bushels an hour. Hopper scales will weigh all in-store and out-store grain. It is expected the structure will be completed and in operation by early fall.

L. A. Weightman of Lawton Station, N. Y., has awarded a contract to Leslie R. Veatch of Buffalo for the construction of a small feed plant with a 22-inch attrition mill to cost approximately \$5,000. The mill will have a capacity of a little more than one car a day.

Stockholders of the Cashandcarry Feed Corporation of Buffalo held a special meeting in the offices of the company at 84 Michigan avenue early this month and voted to change the name of the corporation to the Feed Dealers Supply Corporation. P. R. Park is president of the company and J. F. Lonergan is secretary.

Thomas W. Kennedy, manager of the Grain Handling Corporation of Buffalo, announces the following appointments as foremen for the season: Division 1, Thomas Goggin, general foreman; Jeremiah Regan, Michael Murphy, Coleman Perkins, William O'Connor, John Duell and Ike Lampshire, assistant foremen; Joseph Livingstone, emergency assistant foreman; William Mack, timekeeper. Division 2, Timothy Harmon, general foreman; James Quinn, assistant foreman; John Sullivan, emergency assistant foreman; Dennis Corey, timekeeper. Division 3, Thomas Hempstock, general foreman; Thomas Barrett, Andrew Herring, Daniel Cavanaugh, Dennie Daley, Thomas Sheehan, James McNerney, assistant foremen; Alfred Frawley, emergency assistant foreman; Patrick Sheehan, timekeeper.

Glenn S. Hackley, who for many years had been purchasing agent for the Spencer Kellogg Company, linseed oil and grain elevator operators in Buffalo, is dead. Besides his widow, Mr. Hackley is survived by three children.

Plans are under construction on the part of marine interests in Cleveland, Detroit and Duluth to finance the construction of a fleet of New York State Barge Canal size grain carriers to be operated between the upper lake ports and New York City. These grain boats would be driven by Diesel engines and would have a capacity of 1,000 tons each. Two boats of this type are now under construction as an experiment and they will be ready for operation by mid-summer, it was stated by Edward S. Walsh, state superintendent of public works, who is fostering the movement for the construction of more grain carriers for operation on the New York state barge canal. Mr. Walsh predicts a big increase in the movement of flax westward over

the state waterway this season. This will be import flax destined to Cleveland and Toledo. In canal shipping circles, it is predicted that the east-bound grain movement from Buffalo to New York will be heavier this year than ever before.

The grain dust explosion which wrecked the Canadian Government Grain Elevator at Port Colborne, Ont., in August 1919 in which 11 men lost their lives, was recalled by an action started in Toronto two weeks ago. The Montreal Transportation Company has brought suit against the Dominion Government for loss sustained to the barge *Quebec* which was moored at the elevator dock at the time of the explosion and which was badly damaged. W. F. Fawcett, manager of the elevator, will be a witness at the trial. The vessel owners claim that the grain dust explosion occurred through the negligence of the Government authorities.

PHILADELPHIA

T. A. SIEBER

CORRESPONDENT

ACCORDING to the monthly statistical report of the Commercial Exchange, the stock of grain in public warehouses in Philadelphia on May 1 was: 1,256,793 bushels wheat, 235,848 bushels corn, 1,217,060 bushels oats, 111,256 bushels rye and 2,864 bushels barley, compared with 2,153,108 bushels wheat, 198,288 bushels corn, 788,556 bushels oats, 51,102 bushels rye and 4,525 bushels barley on April 2, and 1,162,572 bushels wheat, 1,364,720 bushels corn, 100,874 bushels oats, 21,951 bushels rye and 855 bushels barley on May 1, 1922. Receipts of grain at Philadelphia during the month of April, 1923, were: 2,707,320 bushels wheat, 1,172,253 bushels corn, 897,049 bushels oats and 156,964 bushels rye. Exports from this port during the month of April, 1923, were: 3,512,346 bushels wheat, 741,139 bushels corn, 90,000 bushels oats and 93,997 bushels rye.

A new membership in the Commercial Exchange has been petitioned for during the past month by Marshall H. Robinson, bag merchant.

Jacob B. Pultz, head of the firm of J. B. Pultz & Co., left a few days ago with his wife on a motor trip to Poughkeepsie, N. Y.

Thomas K. Sharpless, vice-president of the Flour Club of Philadelphia and of the flour firm of Brey & Sharpless in the Bourse, has been confined to his home for the past two weeks on account of illness.

Milton F. Baringer, grain and feed merchant, has returned to his office in the Bourse, after having spent about two months at Chandler, Ariz., with his wife, and a visit to the Pacific Coast.

In order to conform with other markets, the Commercial Exchange of Philadelphia is saving an hour of daylight, opening at 9:30 a. m. and closing at 1:15 p. m., Eastern Standard time, which began April 30.

Roy L. Miller of L. F. Miller & Sons, grain and feed merchants of Philadelphia, was recently confined to his home in this city with the grippe, but is now recuperating at Littlestown, Pa.

C. O. Harris of Meadville, Pa., has sold his flour and feed store at that place to H. G. Lampman.

S. F. Collins, feed merchant of this city, has been elected to membership in the Commercial Exchange.

The business and plant of the Farmers' Co-operative Association of Ulysses, Pa., has been purchased by the Eulalia Milling Company of Coudersport, Pa.

The Shenandoah Flour & Feed Company has filed a petition in involuntary bankruptcy with creditors' claims totaling nearly \$1,250.

F. S. Templeton, representing J. S. Templeton's & Sons, grain merchants, and Edward S. Westbrook, vice-president Bartlett Frazier Co., grain merchants, were visitors from Chicago on the Commercial Exchange floor during the past month.

Samuel L. McKnight, substitute National Councillor, and C. Herbert Bell, delegate, represented the Commercial Exchange at the eleventh annual meeting of the Chamber of Commerce of the U. S. A., which was held in New York City, May 8 to 10.

The thirty-second annual meeting of the stockholders of the Philadelphia Bourse was held May 8 to receive the annual report and for the purpose of holding an election. The following were elected directors to serve a term of three years: Richard L. Austin, Walter P. Clark, Walter Wood, Wm. O. Hempstead, Franklin D'Olier, J. S. C. Harvey and C. Herbert Bell. The following officers were appointed at a meeting of the di-

rectors held the following day: President, Emil P. Albrecht; 1st vice-president, Lincoln K. Passmore; 2nd vice-president, Philip Godley; 3rd vice-president, Miers Busch; treasurer and assistant secretary, W. S. Appleton; secretary, William A. Lockyer; solicitor, John F. Lewis.

The annual election of the Philadelphia Maritime Exchange in the Bourse was held about two weeks ago, at which the following directors were elected to serve a term of three years: J. S. W. Holton, Wm. O. Hempstead, Wm. M. Kerr, Nathan Hayward, Walter T. Roach, Frank M. Walker and H. Birchard Taylor.

The Pennsylvania System has issued Embargo No. E-62, account of accumulation, covering all carload shipments of package freight both inbound and outbound when intended for handling over platform at Federal Street Freight Station, Philadelphia.

The average high and low closing prices of cash grain at Philadelphia during the month of April, 1923, were as follows: Wheat, No. 2 red, for export, \$1.32½@1.41; Corn, No. 2 mixed, for export, \$0.86@95½; No. 2 yellow, for domestic, \$0.90½@1.00; Oats, No. 2 white, natural, for domestic, \$0.54½@.57½.

Recent visitors from Buffalo, N. Y., on 'Change were Edgar D. Black, representing W. G. Heathfield & Co., grain shippers, and J. A. Walter of the J. A. Walter Milling Company; there were also Bernard J. Rothwell, representing the Bay State Milling Company of Boston, Mass., and O. W. Randolph of the Randolph Grain Drying Company of Toledo, Ohio.

Among the southwestern visitors on the Exchange floor during the month were T. D. Haworth, sales manager of the Pratt Mills, Pratt, Kan.; J. B. Nicholson, treasurer, Kansas City Milling Company, and W. B. Lincoln, manager, Armour Grain Company, of Kansas City, Mo.

On account of accumulation, the Pennsylvania System has issued embargo No. E-57, to cover all shipments of flour from all points consigned, reconsigned or intended for reconsignments, for all consignees including Keystone Elevator Company at North Philadelphia, Pa. Shipments originate principally at Minneapolis, Minn., or points in the West.

The Standard Scale & Supply Corporation of Pittsburgh, Pa., has announced that they have purchased and are now operating under entirely different management, the business formerly conducted by the Standard Scale & Supply Company with branches in New York, Philadelphia, Cleveland and Chicago.

F. J. Allen, general manager of the Bay State Milling Company of Winona, Minn.; J. H. MacMillan, Jr., vice-president of the McCargill Elevator Company, Minneapolis, Minn.; A. C. Madsen, sales manager of the Jackson Milling Company, Wisconsin Rapids, Wis., and Reed Jones of the Fisher Flouring Mills Company, Seattle, Wash., were visitors from the Northwest on 'Change floor during the month.

Fred L. Lemont, grain and feed merchant, has leased a grain and feed store at 54th and Woodland avenues, Philadelphia, formerly known as Woodward & Co.

Mrs. William M. Richardson, wife of William M. Richardson, of the Philadelphia Export Company and Richardson Bros., grain brokers in the Bourse, was bound and gagged by robbers at her summer home in Atlantic City, N. J., early in the morning of April 30. About \$60,000 worth of valuables were taken by the thieves and Mrs. Richardson, as a result of her experience, was confined to her home for several days.

E. A. Watson recently formed the E. A. Watson & Co., Philadelphia, Pa., for the purpose of doing a general brokerage business. He will represent the Weber Flour Mills, Inc., of Kansas, and will handle a general line of feeds as well as flour. Offices will be maintained at Philadelphia, Pittsburgh and Scranton, Pa., Boston, Mass., and Parkersburg, W. Va. Mr. Watson was formerly eastern sales manager of the Weber Mills.

Receivers were appointed on April 20 for the E. E. Delp Grain Company in the Bourse, after bankruptcy proceedings were filed by the Bartlett Frazier Co. of Chicago, which is the firm's creditor for \$60,000. Judge McKeehan, in the U. S. District Court, appointed William H. Hahn and Samuel Rosenbaum receivers, under \$25,000 bond each. Edmund E. Delp and August F. Gruber are the firm members. Assets are said to be less than \$50,000 and liabilities \$175,000.00.

The number of cars unloaded during the month of April, 1923, at the Girard Point Elevator was 1,092 wheat, 443 corn, 126 oats and 89 rye; at the Port Richmond Elevator there were 530 wheat, 65 corn and 51 oats and at the Twentieth Street Elevator, 1 wheat, 13 corn and 25 oats; making a grand total of 2,435 cars.

According to the crop report of the Department of Agriculture, the condition of winter wheat in Pennsylvania on May 1 was 81 per cent of normal, compared with 93 per cent on May 1, 1922, and a 10-year average

of 89 per cent, forecasting a production of 21,109,000 bushels, compared with the December, 1922, estimate of 25,234,000 bushels. The 1923 acreage abandoned is 2.5 per cent and the crop remaining to be harvested is 1,303,000 acres.

* * *

Agnew T. Dice, president of the Philadelphia & Reading Railway Company, has announced that at a meeting of the Board of Directors of that company the Board authorized the immediate construction of a grain elevator at Port Richmond, which will take the place of the one now in use. The elevator will be built in units and they will immediately proceed with the construction of a 2,500,000-bushel capacity elevator, adding to it as may be necessary.

* * *

Commercial trade bodies of Philadelphia will give a banquet at the Bellevue-Stratford Hotel on May 17 at which Postmaster General Harry S. New will be a guest of honor. Following the banquet there will be a discussion of the pneumatic mail tubes in this city which commercial organizations here have urged for the restoration for some time past. This service of the postoffice would mean the quicker despatch of mails and which is greatly needed in this city as many complaints have been made, especially by grain merchants, on account of the slow service we are getting at the present time.

* * *

The Philadelphia Commercial Museum has received the following communications, answers to which should be made by number:

40636, Bjorneborg, Finland. "I hereby make free to ask you whether you could put me in connection with some mills being interested in the exportation of durum flour and semolina." Correspondence in English.

40643, Patras, Greece. "Interested on a large scale for the purpose of representing firms who are in a position to supply us with flour." Correspondence in French.

40644, Cienfuegos, Cuba. "Advises he is engaged in business as a commission merchant and would like to represent firms manufacturing or exporting flour." Correspondence in Spanish or English.

40654, St. Martin, French West Indies. "Advises he would like to import seeds and requests interested firms to forward catalogues and prices." Correspondence in English.

40657, San Juan, Porto Rico. "Is greatly interested in securing representation for Porto Rico for manufacturers of chicken feed." Correspondence in Spanish.

40659, Oaxaca, Mexico. "Advises he would be interested in handling seeds." Correspondence in Spanish.

* * *

A bill has been introduced in the Pennsylvania Senate requiring all state institutions to use breadstuffs made from Pennsylvania milled flour and cornmeal and milled from Pennsylvania grown wheat, rye and corn. The bill sets forth that in case the Board of Trustees of such institutions fail or refuse to comply with the provisions of the act, the Commonwealth shall not be liable to pay for any materials purchased contrary to the act, but in case of emergency when Pennsylvania breadstuffs or flour or cornmeal shall not be obtainable, but in all such cases a statement of such fact shall be certified to the Department of Public Welfare and be approved by the said Department before payment for any such materials shall be made or the approval of said Department shall be secured before any purchase is made. This act is proposed to take effect on the first day of June, 1924.

* * *

Representatives of the various commercial organizations of the city, meeting recently in the Philadelphia Bourse, authorized the creation of a joint committee to oppose before the Interstate Commerce Commission the suggested plan for consolidating the Philadelphia & Reading Railway and the Central Railroad of New Jersey with the Baltimore & Ohio system. Hearings on the consolidation of railroad systems in the Central Freight Association and Trunk Line territories, which includes the railroads now serving Philadelphia, will be held sometime this month and local trade bodies will present vigorous opposition to the proposal which would place the Reading, long a factor in the development of the port and the city's diverse industries, under the control of Baltimore interests.

Under the tentative plan now before the Interstate Commerce Commission, prepared by Professor W. Z. Ripley, of Harvard, it is proposed to merge the Baltimore & Ohio, the Philadelphia & Reading, and the Central Railroad of New Jersey into one system, which plan, it is contended by the local commercial organizations, would be very detrimental to the interests of the city of Philadelphia, retard its industrial growth, reduce and limit its through railroad connections, and in a great many ways, would have a serious effect upon the commerce of the port.

Should Professor Ripley's plan be put into effect, Mr. Albrecht pointed out, New York would have five separate railroad systems, namely, the Baltimore & Ohio, Pennsylvania, New York Central, Erie and the Lehigh Valley. Baltimore would be served by three, the Baltimore & Ohio, Western Maryland, and the Pennsylvania. Norfolk would have three systems, the Pennsylvania, Chesapeake & Ohio, and the Southern. Boston would be served by three, the Pennsylvania, New York Central and the Grand Trunk, while Philadelphia would have only two systems, the Pennsylvania, which must also take care of its interests in New York, Boston, Baltimore and Norfolk, and the Baltimore & Ohio, whose principal concern is naturally in Baltimore.

It is the opinion of the Committee on Commerce and Transportation of the Manufacturers' Club that should

the Philadelphia & Reading become a part of the Baltimore & Ohio system, this city and district would be deprived of the friendly support it has always received from the Philadelphia & Reading, which line has been instrumental in building up the port with its extensive terminals, grain elevators, coal tipples, and other facilities that it has at Port Richmond and along the river front. The Philadelphia & Reading serves a very large number of industries in the Philadelphia district which depend upon it for transportation, car supply, switching service and the maintenance of just and fair rates. In this connection it was pointed out that the efforts and policy of the Baltimore & Ohio have been directed to building up the port of Baltimore in such a manner that the results have been detrimental to Philadelphia in its competition for export trade.

TOLEDO

C. O. BARNHOUSE - CORRESPONDENT

AFTER about six weeks of unusually dry weather for this season of the year, rain and snow have fallen and the dry spell is broken. This will cause much improvement in the wheat crop, which has been in a critical condition, although the crop in this section of Ohio and Michigan will probably come up to harvest 15 to 20 per cent short of an average yield. The farmers have their spring work well up to date and have been awaiting the fall of moisture to plant their corn. As soon as the ground dries sufficiently to permit field work the corn planting will be soon completed. An increase in the acreage of sugar beets is expected on account of the advance in sugar prices. Toledo mills are operating at about 50 per cent of capacity and are able to dispose of their output on this basis without difficulty, although sales are somewhat difficult to make at times.

* * *

The annual tri-state trade trip which was to have left Toledo May 15 for a three day tour of Ohio, Indiana and Michigan, has been called off, and the reason given therefor is rather unique, it being stated that so many of the firms, expected to participate, were so busy that they could not spare their representatives to make the trip, that it reduced the personnel of the party to such a degree that it was found necessary to postpone the trip to some other time.

* * *

L. G. Macomber, traffic commissioner of the Toledo Chamber of Commerce, was in Chicago recently attending meetings of the Central Freight Association and the Executive Committee of the Great Lakes-St. Lawrence Water-way Association. Mr. Macomber was recently elected president of the Toledo Transportation Club, an adjunct of the Chamber of Commerce.

* * *

The bread price war which has been in effect here of several months was brought to a close last week when one of the leading baking concerns, on its own initiative, advanced the price of the loaves to that in effect before the cut was made. While there is some variation in the wholesale price, 8 cents for the pound loaf and 10 cent for the one and a half pound loaf generally prevail, the retail prices being 10 and 12 cents respectively.

* * *

The Toledo Seed & Oil Company, operating a large crushing plant in this city, was recently consolidated with other like companies into a corporation to be known as The Archer-Daniels-Midland Corporation. They have plants at Buffalo, N. Y., Chicago, Ill., Edgewater, N. J., Minneapolis, Minn. and Toledo, and will have the largest crushing capacity of any concern in the world. One result of this change will be a more steady operation of the local plant, and Toledo, being in a very favorable position as regards transportation, will occupy an important place in the distribution of the products.

* * *

Toledo has been made the headquarters of a new car service district, which has just been established by the American Railway Association. The Toledo territory will include the lower peninsula of Michigan, northern Ohio and Indiana, western Pennsylvania and New York State as far east as Buffalo. The Canadian province of Ontario, as far as Toronto is included also. R. W. Edwards, formerly Superintendent of Transportation of the Missouri, Kansas & Texas Railroad has been appointed manager for the district. He has already arrived in Toledo and is fast getting established in the new position. This should result in added prestige for Toledo as a transportation center.

* * *

Kenton D. Keilholtz, president of the Toledo Produce Exchange, and Joseph A. Streicher, of J. F. Zahm & Co., attended the spring convention of the Ohio Millers Association at Columbus.

* * *

The Larowe Milling Company of Toledo has authorized the issuance of 26,000 shares on non par value common stock, and a syndicate headed by Bell & Beckwith of this city is making a public offering of the same. With its plants at Rossford, a suburb of

Toledo, this company has been in business since 1890, engaged principally in the manufacture of animal feeds. With this new issue the company will have 65,000 shares common stock outstanding with \$600,000 of 8 per cent preferred. Net profits for the last six years are reported to have averaged more than \$315,000 per annum, and it is announced that dividends will be paid at the rate of \$2.50 per share.

* * *

The Northwestern Ohio Farmers Grain Dealers Association held their monthly meeting at Jewell, Ohio, May 7. There was a very large attendance of elevator men from northern Ohio with a goodly delegation from the Toledo Produce Exchange. William H. Guyer, president of Findlay (Ohio) College, Millard Myers, editor of the *Co-operative Journal*, and President Keilholtz of the Toledo Exchange were the principal speakers.

* * *

Alphonse Mennel, president of the Mennel Milling Company, and Col. E. L. Southworth, returned one day last week after spending the entire winter in Florida. The sunny south seems to agree with them for they were looking much better than when they left here.

* * *

Carl Goodeman, customers' man for Snyder, Wilson & Co., grain and stock brokers, sipped away from his friends Wednesday, May 9, and was united in marriage with Miss Gertrude Hadnett of 412 North Erie street, Toledo, by Rev. Karl Stein of First Reformed Church.

* * *

Claude Whitney has become associated with J. S. Bache & Co. He was formerly connected with Meeker & Co. and Doherty & Co.

* * *

Recent callers were: A. A. Cunningham, Tiffin; Arnold Raabe, Ft. Jennings; Chas. S. Latshaw, Defiance; D. J. Lloyd, Waterville; E. F. Thompson and R. O. Cromwell of Lamson Bros. & Co., Chicago; and H. B. Putnam and F. C. Lyman of Bartlett Frazier Co., Minneapolis.

DULUTH

S. J. SCHULTE - CORRESPONDENT

ELEVATOR and commission men on this market claim to have the laugh on agents of the lake shipping companies. The latter gained the idea that a substantial percentage of the 13,800,000 bushels of Spring wheat and Durum in store in the houses here was earmarked for eastern delivery promptly at the opening of lake navigation, and they were accused of having endeavored to take advantage of the situation to boost up the boat freight rate for Buffalo delivery up first to 5 cents and then to 5½ cents a bushel. After two cargoes of rye and two of Spring wheat and Durum has been booked at that basis, holders of the grain refused to meet the vessel rates asked, as they are in expectation that they will work down to around 3½ or 4 cents. In explanation of their attitude, elevator and commission men contended that a 5 cent grain rate is far out of line with an 80 cent iron ore rate. They also claimed that they have little grain contracted for eastern before early June, so that they can afford to sit tight and await developments. It is figured here that ample boat space will be available later on to meet all the needs of grain and ore shippers, and that tonnage will be offered before long at a more reasonable basis.

* * *

The Duluth Board of Trade membership of J. N. McKindley has been transferred to Eugene J. Lawler, who has been appointed manager of the business of the Hansen Produce Corporation of New York on this market. That corporation has accumulated considerable Durum and Spring wheat in the elevators here for shipment to the East.

* * *

The Russell-Miller Milling Company has substantial holdings of Spring wheat in Duluth elevators, the bulk of which is scheduled for early delivery at Buffalo for milling purposes.

* * *

Directors of the Duluth Board of Trade have applied for recognition as a contract market under the provisions of the new Future Trading Law. Changes were made in the Board's rules to comply with the provisions of the law, so it is assumed that the charter will be issued in due course. The Duluth Board has been complying with the regulations of the Capper-Tincher Bill for some time back, its members having kept records of their individual trades which have been available for inspection at any time.

* * *

J. F. McCarthy, president of McCarthy Bros. & Co., Duluth, vice-president of the International Grain Company of Minneapolis, and president of the Capitol Elevator Company, Duluth, died suddenly on April 28, at Minneapolis from heart trouble. He was 66 years of age and he had for many years been prominent in grain trade circles in Duluth. He came to Duluth in 1890, and organized the McCarthy Bros. Grain Company. He was active a short time afterwards in the organization of the Hall Elevator Company,

which was later merged into the Capitol Elevator Company. Being an astute operator, he attained a wide measure of success in the grain trade, and the enterprises with which he was connected shared fully in the expansion of the grain trade over the Northwest. He is survived by his widow, four sons, Walter R., of Minneapolis, and Fred, Ralph and Philip of Duluth, and three daughters.

Benjamin Stockman, president of the Duluth-Superior Milling Company, received warm congratulations from his host of personal and business friends on this market on the occasion of his recent marriage in California. A hearty reception is assured him on his first appearance on the trading floor of the Board of Trade.

Among Duluth grain men who returned recently from vacation trips were George G. Barnum, Sr., who was at Hot Springs, Ark.; B. E. Baker, who was down in the Louisiana oil country, and G. P. Harbison, who spent three weeks at eastern points.

Duluth grain men are awaiting with deep interest the outcome of the case of the Farmers Grain Company of Embden, N. D., which is seeking to test out the validity of the North Dakota Grain Grading Act in a case brought in the United States Supreme Court. The company obtained in the United States District Court for North Dakota, an injunction restraining the enforcement of the law, pending a decision as to its constitutionality. Dealers here fully recognize the importance of testing out the law as it is conceded that the marketing of North Dakota grain would be affected prejudicially in the event of there being any conflict between Federal and state grading of grain.

The Capitol Elevator Company was credited with making the first shipment of grain to the East after the opening of navigation. A cargo of Durum was later loaded out of the Consolidated Elevator. The Great Northern Elevator "S" loaded out a cargo of Durum and rye was loaded out of the Itasca and Cargill Elevators. The Globe Elevator Company was next in order in the shipping list, loading out a mixed cargo of Spring wheat and Durum.

Grain men here are sanguine that with the placing in commission of a line of boats this summer on the route between Duluth and New York via the New York State Barge Canal, it will be possible for grain houses to work up a sacked oats trade with Eastern dealers. R. M. White, of the White Grain Company, asserted that he was greatly impressed with the trade possibilities offering in the development of a traffic in the event of the McDougall Terminal Warehouse Company, which is behind the boat line, putting a favorable freight rate into effect. Mr. White found an eastern steamship company willing to put a low rate on oats into effect from New York to Porto Rico. The feeds would be transferred direct from the lake and canal boats to the Atlantic carriers at New York. Houses on the Duluth market are making a study of the new trade proposal, and it is hoped that an arrangement for making shipments will be agreed upon.

An order has been issued by the Interstate Commerce Commission suspending a proposed lower freight tariff on grain moving from Minneapolis and St. Paul to Duluth for later shipment via the lakes. This is Duluth's second victory in the fight within a year. Early in 1922 the Minnesota Railroad and Warehouse Commission asked for an emergency rate in behalf of the Twin Cities shippers and in February the railroads published the proposed tariffs to become effective that month. Duluth interests protested against the rate reductions. Similar protests were also filed by Chicago, Kansas City and Omaha shippers who claimed that the proposed reductions would ruin their markets. The Commission later suspended the proposed, and ordered another hearing, held last March. It is the final ruling after the last hearing that has just been issued. The present rate on wheat between the Twin Cities and Duluth is 13 cents, which the proposed tariff would have cut down to 6½ cents. On coarse grain, the existing charge is 11½ cents and the new tariff would have made it 6 cents.

Reports to the effect that the acreage seeded to Durum in some districts of North Dakota and western Minnesota are likely to be replaced to some extent by Spring wheat are being given some attention by operators on this market. It is claimed that such substituting would be highly inadvisable this season at least owing to Durum maturing more rapidly and returning heavier yields in the dryer districts. Durum specialists here claimed to have figures showing that substantial Durum yields were realized over North Dakota districts last year where Spring wheat had been a failure. It was also claimed that trade in Durum has expanded rapidly during the last two seasons through demand for macaroni flour making.

Grain stocks in Duluth and Superior elevators had reached a peak of 27,000,000 bushels at the opening of navigation. Included in the holdings were 13,000,000 bushels of wheat, and 11,200,000 bushels of rye. Several of the houses were filled up and only two elevators were actively in the market for grain. The tieup came about mainly through the heavy holdings of rye, which had accumulated over a considerable period

and had failed to move into export channels as had been hoped at the time they were taken in. The quieting down of the trade in rye, was attributed to the psychological effect of the reports to the effect that Russia had arranged to export rye to Germany. An upturn in the rye market is looked for here, however, as a result of the gloomy reports regarding the outlook for this season's crop over North Dakota and western Minnesota on account of excessive winter killing. Along others the Atwood-Larson Grain Company recently received gloomy reports from its correspondents setting out that it would be necessary to reseed rye over wide areas of the country and predicting that the season's outturn of that grain over the Northwest would be greatly cut down.

NEWS FROM NORTHERN OHIO

BY T. J. CUNNINGHAM

The Farm Bureau has decided to form a seed improvement association at Findlay, and a meeting was called for that purpose, April 27.

A representative of the state seed inspection department was in Ottawa County recently, tracing Clover seed supposed to have been sold illegally by a Putnam County farmer.

The growing crops in this locality have been going through a rather strenuous period recently. Until May 7, everything was suffering through a lack of rain. On the morning of May 7, early, generous showers somewhat relieved this situation and crops in general took on a greatly improved aspect. More rain fell on the eighth and the weather turning colder, this was followed on the ninth by a wet snow which covered everything to a depth of two inches, the temperature during the night dropping to 28 degrees. As the weather continued fairly cool it is hardly likely that wheat and oats have been injured any.

From personal observations, think prospects good for a crop of wheat in the immediate vicinity of Tiffin.



WINTER WHEAT NEAR TIFFIN, OHIO, MAY 7

but in Hardin County, between Upper Sandusky and Kenton, many wheat fields have been plowed up and sown to oats. Crawford and Wyandot Counties also have prospects for a reasonably good crop.

A big acreage of corn has been put out all over this territory, the weather and ground conditions having been ideal for this purpose. Some little talk of the recent cold snap injuring the corn in the ground and necessitating replanting, but think nothing of this kind will materialize.

The oats acreage will be fully as large as that put to corn. Before the rains, the oats were already coming through in nice shape and since then have greened up nicely. This territory is due for a big crop of oats, and think we can be reasonably sure of it this year.

Clover meadows were badly winter-killed, and at the moment the prospects are very bad for a Clover crop here this season.

C. A. Kureth has resigned as manager of the Farmers' Commercial Grain & Seed Company, Rising Sun, Ohio. His successor has not been named.

J. P. Schmidt, county farm agent of Morrow County for four years, was elected county agent for Seneca County, April 24, to succeed George O. Reed, whose health forced his retirement last month. Schmidt will assume his duties early in May.

The Federal Bakery, Tiffin, Ernest A. Dreiss, proprietor, was closed, April 14, under attachments issued by justice of the peace. The attachments were issued upon affidavits of the Fostoria Milling & Grain Company, the H. K. James Milling Company and others.

Frank Crum, associated with his brother in the Lodi Mill & Elevator Company, was married to Miss Grace Auble, Cleveland, April 13.

A fire which destroyed the J. A. Miller Tile Company, Bascom, Ohio, on April 12, for several hours threatened The Sneath-Cunningham Company's elevator.

E. G. Graun, superintendent of The Sneath-Cunningham Company and Grand Generalissimo of the

Grand Commandery of Ohio, was one of the speakers when the famous international traveling Beauseant was presented to DeMolay Commandery Knights Templar, May 7, at Tiffin.

A. A. Cunningham, president of The Sneath-Cunningham Company, will start on May 15 for a short stay in California, where his sister, Mrs. Meyers, has been spending the winter.

Prices of fertilizer are \$4 a ton higher this spring than they were last fall. Higher cost of raw materials and labor are held responsible for the increase.

The Ohio Experiment Station is urging the planting of soy beans with corn, claiming that in a test period of three years it has been found that each acre of corn and soy beans yielded 180 pounds more grain to the acre than corn grown alone.

Michael Eckert, 56, for 30 years manager of the Ash & Ash Elevator at Amsden, died May 7 as a result of a paralytic stroke received May 1 while on a 16-foot ladder repairing the roof of his home. Burial was in Fostoria, May 10.

Ohio will receive \$22,500 from the national Government for continuing the farm-to-farm search for the common barberry bushes this year, according to John W. Baringer, state leader of the Federal rust control forces.

The Kelley's Island Lime & Transportation Company, Cleveland, on May 3 leased the B. & O. docks at Sandusky for 50 years. Until recently the docks, including a large grain elevator, were controlled by Rosenbaum Bros., Chicago.

Wood County farmers report wheat looking fine with indications favorable for a bumper crop.

Wheat and Clover both were winter-killed in the vicinity of Willshire, farmers plowing up the wheat and planting corn.

All those connected with elevator work or interested in the marketing and distribution of grains are invited to attend the elevator managers' course to be held at Ohio State University, May 23 to 26.

GRAIN NEWS FROM BOSTON

BY L. C. BREED

The annual meeting and annual election of the Chamber of Commerce will be held on Tuesday, May 15. This year, the members will elect eight directors for the term of three years.

In the hay market there is no material change in condition; arrivals are moderate but the demand is slow; some accumulation of low grades is reported with some increase in the pressure to sell. Shipments of hay are light owing to bad country roads, and seeding engaging the attention of farmers. The market is more or less in the buyers favor. Rye straw is in somewhat better supply and prices slightly easier. Corn is very firm; oats easy with feed stuffs dull and easier.

A Boston molasses company claims that as a result of several years of introductory work among farmers, a transfer of its effort to the grain and feed dealers has resulted in interesting them in the sale of molasses. It is stated that upwards of 500 concerns are now handling molasses for feeding purposes, and that some of them have quite a good demand for it. Inquiries that are now received by the company are turned over to the nearest dealer customer.

Seth Catlin, chief grain inspector at Boston, has been for some weeks confined to his home by illness.

Bernard A. Carr, one of the oldest members of the Chamber died recently at his home in Roxbury. For many years he served as reporter, and later as editor of Chamber of Commerce Circular. Through his long connection with the organization, he was well known to its members and very popular with them.

J. Burnham Perry, a well-known Chamber member and active in the grain trade died suddenly at his residence in this city last month. At the time of his death, Mr. Perry was president of the H. L. Buss Company with which he was connected upward of 30 years. He was 48 years of age.

Julius Barnes, president of the Chamber of Commerce of the United States, recently made an address before a gathering of the members on "Fair Play and Industry" at the Chamber's Assembly luncheon.

F. L. Davis, manager of the Chamber's maritime bureau, is in New Orleans as a delegate to the national foreign trade council.

Among the western visitors to the Chamber during the month of April were the following: Clark L. Keator, Minneapolis, Minn.; W. L. Dillon, Chicago, Ill.; C. R. Anderson, Fergus Falls, Minn.; D. C. Graham, Minne-

THE AMERICAN ELEVATOR AND GRAIN TRADE

Forty-First Year

apolis, Minn.; J. J. Mesken, Hutchinson, Kan.; N. C. O'Brien, Buffalo, N. Y.; J. B. Nicholson, Kansas City, Mo.; J. A. Hill, Waseca, Minn.; Thos. Brown, Chicago, Ill.; Edw. C. Badenoch, Chicago, Ill.; M. Christensen, Elmira, N. Y.

Receipts of grain for the month of April were as follows: Wheat, 438,575 bushels; corn, 53,770 bushels; oats, 737,800 bushels; rye, 94,610 bushels; barley, 44,220 bushels.

A cargo of grain for Hamburg, the first to be sent from here in a long time was cleared yesterday loaded in the British steamship *King City*. In the cargo there were 60,890 bushels of rye, 32,000 bushels of wheat and 12,500 sacks of Canadian flour, with other freight.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for April:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,613,847	339,767	2,131,325
Corn, bus....	455,226	3,819,851	1,145,426
Oats, bus....	681,233	199,671	571,999
Barley, bus..	31,155	69,525	67,652
Rye, bus....	926,137	2,337,446	1,786,970
Malt, bus....	26,562	22,583	5,032
Mill feed, tons.....	1,292	1,195	.....
Buckwheat, bus.....	.....	1,047	.....
Hay, tons....	2,143	912	.....
Flour, bbls...	135,923	76,739	29,832

CAIRO—Reported by M. C. Culp, chief grain inspector and weighmaster of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	8,856	.....	11,380
Corn, bus....	127,004	41,029	128,947
Oats, bus....	2,166,942	1,005,021	2,013,700
Rye, bus....	197,872	.....	223,985

CHICAGO—Reported by John R. Mauff, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,950,000	2,203,000	1,197,000
Corn, bus....	5,300,000	5,482,000	4,437,000
Oats, bus....	4,747,000	3,734,000	4,109,000
Barley, bus..	651,000	327,000	248,000
Rye, bus....	545,000	115,000	93,000
Timothy Seed, lbs.....	1,243,000	780,000	2,221,000
Clover Seed, lbs.....	845,000	1,009,000	818,000
Other Grass Seed, lbs...	718,000	1,039,000	539,000
Flax Seed, bus.....	78,000	36,000	29,000
Hay, tons....	11,943	11,277	1,776
Flour, bbls...	1,102,000	939,000	915,000

CINCINNATI—Reported by D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	261,600	296,400	280,800
Corn, bus....	363,600	164,400	187,200
Oats, bus....	368,000	278,000	218,000
Barley, bus..	2,600	1,300	.....
Rye, bus....	2,400	16,800	2,400
Hay, tons....	10,032	.....	24,000

DULUTH-SUPERIOR—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	3,470,185	1,664,747	204,298
Corn, bus....	68,507	449,081	.....
Oats, bus....	12,605	2,016	1,889
Barley, bus..	262,090	139,461	25,000
Rye, bus....	2,069,930	702,382	22
Flax Seed, bus.....	56,874	138,124	25,901
Flour, bbls...	157,120	303,405	54,970

FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	7,640,752	6,128,459	1,404,100
Corn, bus....	5,232	4,046	5,232
Oats, bus....	2,363,610	3,265,147	346,262
Barley, bus..	753,637	669,888	23,307
Rye, bus....	462,761	176,053	.....
Flax Seed, bus.....	80,223	79,240	23,496
Mixed Grain, lbs.....	2,662,225	845,670	781,530

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	166,000	123,500	56,000
Corn, bus....	1,402,000	790,400	1,115,000
Oats, bus....	814,000	627,000	952,000
Rye, bus....	4,000	33,600	5,400
Flour, bbls...	38,753	38,578	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	3,924,450	2,555,550	3,705,750
Corn, bus....	1,767,500	1,245,000	1,172,500
Oats, bus....	1,533,400	600,000	243,100
Barley, bus..	66,000	160,900	94,500
Rye, bus....	7,700	15,400	11,000
Kaffir Corn, bus.....	138,600	126,000	312,400
Hay, tons....	22,908	8,208	22,332
Flour, bbls...	54,925	387,725	51,025

LOS ANGELES—Reported by M. D. Thiebaud, secretary of the Grain Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, car-loads.....	258	166	.....
Corn, car-loads.....	207	56	.....
Oats, carloads.....	15	11	.....
Barley, car-loads.....	149	113	.....

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	201,525	106,400	337,725
Corn, bus....	1,165,190	1,108,520	957,425
Oats, bus....	1,315,255	846,000	1,504,775
Barley, bus..	488,260	505,600	215,160
Rye, bus....	229,260	162,725	195,020
Timothy Seed, lbs.....	1,042,468	231,415	1,561,528
Clover Seed, lbs.....	168,588	226,606	2,179,037
Malt, bus....	.....	36,100	434,305
Flax Seed, bus.....	18,700	21,425	70,644
Feed, tons....	270	3,850	28,967
Hay, tons....	1,704	1,176	766
Flour, bbls...	69,650	105,460	67,050

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	6,861,690	4,723,560	3,761,210
Corn, bus....	443,960	651,020	566,860
Oats, bus....	1,208,070	1,191,090	3,071,220
Barley, bus..	767,400	690,380	1,064,320
Rye, bus....	691,470	157,900	142,730
Flax Seed, bu.	475,910	208,180	57,050
Hay, tons....	1,538	2,056	483
Flour, bbls...	122,804	78,682	1,212,827

MONTREAL—Reported by J. Stanley Cook, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,431,921	334,273	.....
Corn, bus....	47,861	.....	.....
Oats, bus....	473,544	99,568	.....
Barley, bus..	188,326	55,711	.....
Rye, bus....	3,350	1,853	.....
Flax Seed, bu.	9,400	1,856	.....
Hay, tons....	54,884	33,143	.....
Flour, bbls...	114,733	21,855	.....

NEW ORLEANS—Reported by G. S. Colby, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	420,914	929,244
Corn, bus....	1,437,549	2,110,925
Oats, bus....	33,930	33,130
Rye, bus....	98,460	188,571

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	4,099,000	1,652,000	4,327,000
Corn, bus....	480,000	1,207,200	1,023,000
Oats, bus....	922,000	2,516,000	683,000
Barley, bus..	929,900	251,600	593,000
Rye, bus....	1,231,500	582,400	887,000
Timothy Seed, lbs.....	.....	572	.....
Clover Seed, lbs.....	5,600	500	979
Flax Seed, bu.	1,868,700	.....	.....
Hay, tons....	7,007	6,807	2,964
Flour, bbls...	1,006,471	830,559	596,000

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	1,584,800	1,296,400	1,787,800
Corn, bus....	1,787,800	1,953,000	2,808,400
Oats, bus....	1,674,000	562,000	2,038,000
Barley, bus..	102,400	56,000	86,400
Rye, bus....	62,400	138,600	331,800

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	92,400	75,600	93,650
Corn, bus....	1,152,200	1,075,950	945,600
Oats, bus....	1,144,000	778,570	1,164,300
Barley, bus..	35,000	28,000	23,800
Rye, bus....	15,600	2,400	9,600
Mill Feed, t's	26,200	10,730	25,647
Hay, tons....	3,280	1,210	260
Flour, bbls...	174,800	198,300	160,000

PHILADELPHIA—Reported by Ambrose B. Clemmer, secretary of the Commercial Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	2,707,320	1,031,595	3,512,346
Corn, bus....	1,172,253	2,629,918	741,139
Oats, bus....	897,049	316,443	90,000
Rye, bus....	156,964	59,578	93,997
Flour, bbls...	312,622	200,252	70,633

PORTLAND, ME.—Reported by Howard H. Waldron, traffic manager of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	2,306,977	121,107	3,064,518
Corn, bus....	49,915	91,177	308,488
Oats, bus....	154,162	42,993	89,340
Barley, bus..	266,625	45,965	191,634
Rye, bus....	100,112	.....	341,752

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	2,024,400	1,422,225	2,055,470
Corn, bus....	2,180,192	1,196,000	1,795,075
Oats, bus....	2,824,000	1,294,000	2,847,990
Barley, bus..	57,600	25,600	28,340
Rye, bus....	167,200	15,400	99,890
Kaffir Corn, bus.....	32,450	54,000	10,960
Hay, tons....	13,398	8,346	7,985
Flour, bbls...	403,590	303,400	543,530

SAN FRANCISCO—Reported by H. C. Bunker, chief inspector of the Chamber of Commerce:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, tons.	4,709	2,480	.....
Corn, tons....	1,764	1,819	.....
Oats, tons....	642	1,225	.....
Barley, tons.	20,162	21,894	.....
Rye, tons....	513	103	.....
Beans, sacks.	38,683	20,750	.....
Hay, tons....	4,787	4,039	.....

TOLEDO—Reported by A. Gassaway, secretary of the Produce Exchange:

Receipts		Shipments	
1923	1922	1923	1922
Wheat, bus..	311,400	172,200	722,270
Corn, bus....	230,000	143,750	66,005
Barley, bus..	4,800	4,800	.....
Rye, bus....	180,400	28,800	72,255
Timothy Seed, bags.....	792	439	3,164
Clover Seed, bags.....	2,472	1,517	9,666
Alsike Seed, bags.....	624	51	1,354

SUPERIOR—Reported by E. W. Fiedler, chairman of the Wisconsin Grain & Warehouse Commission:

of the Wisconsin Grain & Warehouse	Receipts		Shipments	
	1923	1922	1923	1922
Wheat, bus..	2,125,178	1,197,428	187,577	934,911
Corn, bus....	5,355	279,741	.....	237,000
Oats, bus....	15,113	11,126	4,110	.....
Barley, bus..	134,797	79,573	.....	.....
Rye, bus.....	1,338,185	581,503	.....	925,127
Bond Wheat,				
bus,	38,788	6,534	.....	25,751
Bond Rye,				
bus,	2,837	4,739	.....	.....
Bond Barley,				
bus,	11,304	1,749	15,833	.....
Flax Seed, bu.	51,186	33,358	1,212	47,302
Bond Flax,				
bus,		1,204	.....	.....
Bond Oats,				
bus,	5,131	.....	.....	.....

ASSOCIATIONS

WESTERN DEALERS MEET

J. R. Murrel, Jr., of Cedar Rapids, Iowa, was elected president, and Clifford C. Belz of Conrad, Iowa, vice-president, at one of the best meetings ever held by the Western Grain Dealers Association, held at Sioux City, Iowa, April 17 and 18. Directors chosen for the new year were William Wheeler of Adair, Iowa; B. O. Holmquist of Omaha, Neb.; J. K. McGonagle of Washta, Iowa; George Potgetter of Steamboat Rock, Iowa; and Doliver Kent of Des Moines, Iowa.

President I. C. Edmunds of Marcus, Iowa, had been called out of the state, so Vice-president Murrel presided at all sessions. After an address of welcome by A. B. Darling, president of the Chamber of Commerce, Secretary George A. Wells presented his report, as follows:

REPORT OF SECRETARY WELLS

This convention is the twenty-third anniversary of the Western Grain Dealers Association which was organized in 1900. This is also the twenty-third anniversary of my services as its secretary, nearly a quarter of a century. Our worthy president had, I think, scarcely got past the knee pants stage of boyhood when this Association was organized. His father was one of the leading charter members and served on the Board of Directors continuously during the remaining years of his life.

We have approximately 500 members in this Association. This membership has been very consistently maintained since the first years of the organization and it has been done without very strenuous efforts although there are in fact very few of the original members now on the membership roll. Father Time has taken his toll.

In this connection I desire to say with much satisfaction that the members have been exceedingly loyal through all these 23 years and the annual dues of this Association have always been paid in a very satisfactory manner. The annual dues of this Association are \$12, payable \$3 quarterly. This includes affiliated membership in the Grain Dealers National Association, also subscription for the weekly *Price Current-Grain Reporter* without additional cost. I believe this is the lowest cost of membership dues of any similar grain trade organization.

The value of this Association in the mind of the grain dealer depends largely upon his breadth of vision and personal interest in the general welfare of the trade and his desire to assist in promoting and maintaining ethical grain trade principles and equitable trade rules.

Arbitration

At the annual convention of the Grain Dealers National Association held at Des Moines in 1902 I read a paper in which I urged the Grain Dealers National Association to give the matter of arbitration serious consideration and make it one of the foundation principles of grain trade organization. From that time on arbitration committees of the Grain Dealers National Association and other grain trade organizations have taken care of grain trade controversies to such an extent that such controversies now seldom appear in the courts.

Prestige and influence reasonably exercised is a valuable asset to an organization such as this. During the past 23 years we have demonstrated this in many instances in dealing with matters relating to transportation, terminal markets and legislation.

My position as secretary of this Association during all of these years has kept me in such close relation with the country grain dealer, individually and collectively that it has become second nature for me to be extremely sensitive in regard to any conditions that arise affecting the grain trade and particularly the country grain dealer and when such conditions are positively unfavorable I have usually taken the liberty of assuming the responsibility of taking action without formal consideration by the Association.

I have always encouraged the members and in fact the non-members to make use of my office as a bureau of information and to provide such information so far as possible. This work is at times of considerable volume and requires considerable effort on my part to keep informed and to obtain the necessary information on the different questions that are offered in this connection. This work is not, of course, in evidence as a matter of record except as contained in the correspondence files.

Looking Backward

It seems that I am approaching the age that finds pleasure in retrospection and reminiscence. During the past quarter of a century there have been changes in grain trade conditions as well as in the personnel of the grain trade. A brief review of these changes might be of interest at this time.

Twenty-five years ago flat warehouses, horse-power and steampower elevators were in common use. Gasoline power had just passed the experimental stage for use in country elevators. It now has had its day and electricity is rapidly replacing it. It is a long stride of improvement from the days when the farmers delivered grain in bags at flat warehouses to the present day of modern constructed and equipped elevators which a man may almost operate in his Sunday-go-to-meeting clothes without soiling them.

Railroad Competition

Twenty-five years ago the country grain trade was not organized in this territory and much of the business was done by scoop-shovel shippers. Many of the country elevators were operated by terminal market line elevator companies that were closely allied with railroad interests. Those were the days of rebates to favored shippers and the railroads were, in fact, directly engaged in the country elevator grain business. Each railroad company was closely allied with one or more terminal market line elevator companies for the purpose of controlling the business in competition with competing roads. In fact to some extent the railroads built and owned the elevators which were leased to the elevator companies at a nominal rental.

Railroad competition at junction points was terrific

in those early days. I recall one instance particularly when the Chicago Great Western Railroad Company actually hauled grain out of Eagle Grove free of freight charges to the line elevator company who operated the elevator on their road at that station in order to take the business away from the Chicago & Northwestern Railway Company. Such conditions prevailed at most junction points throughout the State of Iowa and were exceedingly demoralizing, particularly to the shipper that was not included in the favored class.

Among the first efforts in my work as secretary of the Association was an attempt to stabilize the railroad rate situation. I received a letter one day from a railroad official asking me as to what in my opinion might be the relation between this Association and the railroads and invited me to come to Chicago and reply in person, which I did.

After considerable discussion in regard to the general situation relating to railroad competition at junction points he called his stenographer and dictated a letter to his general superintendent. He handed me a copy of the letter and said "that letter states definitely and clearly our position in the matter and what we shall do hereafter" and he suggested that I submit the letter to the officials of the other railroads operating in Iowa and say to them that the Chicago & Northwestern Railway Company will positively live up to the statements made in that letter. I did so and found the officials of the other railroads perfectly agreeable to the proposition and the result was that the railroads absolutely discontinued cutting rates at junction points.

I am egotistical enough to say that that one job of work by this Association was of sufficient benefit to certain members of the grain trade, many of whom did not have membership in the Association to have paid their dues in this Association for the entire 23 years. It resulted in stabilizing the railroad grain rates



J. R. MURREL, JR.
President-elect, Western Grain Dealers Association

in this state and gave an equal opportunity for every grain dealer to maintain a buying margin so far as rates were concerned.

Railroad Claims

Twenty-three years ago railroad claims were paid largely as a subterfuge for rebates to favored shippers and the railroad claim departments disclaimed all liability for unreasonable delay in transit.

In 1911 this Association assumed responsibility and successfully enforced the collection of nearly \$15,000 in claims for delay in transit through court proceedings and state legislation and thereby established the legal liability of the carrier for damage on account of delay in transit and such liability has since been and is now recognized by the carriers.

Twenty-three years ago the rental charge for elevator site leases was nominally \$1 to \$5 and the country elevator was practically recognized as a part of transportation. Large terminal elevators were built at terminal markets by the railroads and leased to large grain buying corporations at a nominal rental.

A few years ago Congress ordered the Interstate Commerce Commission to make an investigation of the relations between the large terminal elevator companies and the railroads and after final hearings ordered the railroads to charge a reasonable rental on all such leased properties including elevator sites in country stations.

Rental Charges

Acting under the order of the Interstate Commerce Commission the railroads immediately began increasing the rental charges for elevator sites that had previously been nominal of from \$1 to \$5 to as much as \$85, which seemed excessive considering the fact that the country elevator performs a certain service in storing and loading grain that is directly beneficial to the railroads and in fact is and should be recognized as a part of transportation.

In 1913 the Legislative Committee of this Association prepared a bill which was enacted into Law which reads as follows:

"Sec. 2110-1. That whenever a disagreement arises between the owner of an elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving storing or manufacturing any article of commerce transported or to be transported, situated on a railroad right of way or on land owned or controlled by a railroad company and such railroad company, as to the terms and conditions on which the same is to be continued thereon or removed therefrom, or whenever application is made by any person, firm or corporation for the right to a site for such elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, and such railway company and said applicant cannot agree as to whether said elevator or grain warehouse shall be so placed on said right of way or on property owned or controlled by the railway company, or as

to the character of the buildings to be erected and placed thereon, or the place where the same is to be so erected and maintained or as to the terms and conditions under which the same may be so placed or operated, then, and in every such event on written application to the Board of Railroad Commissioners by such railroad company, person, firm or corporation the said Board of Railroad Commissioners shall have authority, and it is hereby made their duty, as speedily as possible after the filing of such application, to bear and determine such controversy, and make such order in reference thereto as shall be just and right between the parties under all the facts in the case, which order shall be enforced as other orders of said commission."

The Stacyville Case

In August 1918 the Stacyville Grain & Coal Company of Stacyville, Iowa, filed a petition with the Iowa Board of Railroad Commissioners under the provision of the above statute in complaint against the Illinois Central Railroad Company on account of excessive rental charges for elevator and coal shed site. The Illinois Central Railroad Company were demanding a rental of \$85 per annum and in November 1919 the Iowa Board of Railroad Commissioners made a ruling in the case fixing the rental value at \$12 per annum, which is 6 per cent on a valuation of \$200.

The railroads operating in Iowa have recognized the ruling of the Interstate Commerce Commission in the Stacyville Grain & Coal Company case to the extent that they are now charging 6 per cent on the valuation. There is however, more or less controversy as to valuation and which must necessarily be determined by appraisal and compromise. In this matter I feel that the Western Grain Dealers Association have won a victory that will save every grain dealer in Iowa more than enough to pay his dues in this Association each year as compared with what would have been charged, if this Association had not secured the enactment of the Law in 1913, as given above.

Last year I addressed the annual conventions of the Illinois Grain Dealers Association at Peoria and the Kansas Grain Dealers at Wichita with a result that each of these Associations presented bills to their respective legislatures and I am informed that the bill has already passed the Kansas legislature. I am sure that in this connection this Association has been of some benefit to the grain trade outside of the State of Iowa.

Supervision of Weights

Twenty-three years ago there was no public supervision of weights at any of the primary markets except at Chicago. Car load dockage ranging from 300 pounds upwards was taken from each car of grain unloaded at the elevators. There were no regulations as to the sweeping of cars and in fact a well established system of stealage usually existed in connection with car sweeping. There was no watchman service and cars were without perfect car seal protection. Stealage of grain in railroad yards was general and the weighing of the grain in the terminal elevators was largely dishonest and unreliable.

A review of terminal market weighing conditions would be altogether incomplete without a tribute to the memory of the stalwart weighmaster, Henry Augustus Foss, so well known to the grain trade throughout the entire country as "Gus Foss," who died suddenly at his home in Chicago, December 20, 1922.

A Tribute to Gus Foss

"Gus Foss" in character was a "diamond in the rough." He was always extravagant in his love for and his loyalty to his friends but he hated a liar and a crook. It was my privilege to enjoy his confidential friendship for nearly 23 years. We knew and understood each other thoroughly and we had much in common together in connection with our work.

In his death the grain trade has suffered the loss not only of the efficient service which he rendered as chief weighmaster but the service also which he rendered to the grain trade in the standard of ideals in relation to improvement in terminal market weights and general conditions relating thereto.

"Gus Foss" was appointed chief weighmaster of the Chicago Board of Trade about two years prior to the time that I was appointed secretary of this Association. Soon after beginning my work I began to investigate the question of car load dockage in terminal markets and my Chicago letters were addressed to H. A. Foss, chief weighmaster of the Chicago Board of Trade.

For some time I failed to receive a satisfactory reply and I had not at that time become personally acquainted with "Mr. Foss." Not long after the correspondence between us had begun I attended a convention of the Grain Dealers National Association and a gentleman approached me in the lobby of the hotel and asked me if I was George Wells, secretary of the Western Grain Dealers Association and I told him that I was. He quite bluntly stated that his name was "Gus Foss" chief weighmaster of the Chicago Board of Trade and that he had received several letters from me which he had not answered very conclusively but he said I want you to come up to my room with me and I will answer those letters.

We went to his room and he told me in detail that he had taken the question of car load dockage up with the Directors of the Chicago Board of Trade and told them that they must come to a decision in the matter as he felt that he must advise conclusively in reply to my letters.

Now he said the Board of Trade have decided to absolutely abolish the practice of car load dockage and I want you to understand that so long as I am chief weighmaster of the Chicago Board of Trade that the weight certificates of my department will indicate absolutely and accurately the correct weights of each car of grain unloaded and weighed under the supervision of my department. And, furthermore, I want you to come to Chicago and spend not less than a week or 10 days with me for the purpose of inspecting the methods of our supervision of weighing in every terminal elevator in Chicago and I also want you to go with me through the railroad yards in order that you may have a clear understanding of all the conditions with which we have to contend.

I accepted his invitation and enjoyed the hospitality of his home while there and this instance marked the beginning of our acquaintance which continued intimately through the remaining years of his life.

Grain Inspection

Twenty-three years ago there was no uniform standard of grain inspection and no general authority of supervision. Each terminal market had its own standards that were established to a greater or less extent upon a competitive basis.

The Grain Dealers National Association organized an Association of the Chief Grain Inspectors of the different markets for the purpose of undertaking to work out uniformity in standards which was done but with no general authority to enforce the use of them and there was more or less variation in markets.

It was finally decided that there should be Federal supervision by the Department of Agriculture of grain inspection and Federal standards established. I served as a member of the Legislative Committee of the Grain Dealers National Association, which Committee

has much to do in the preparation of the bill that was finally enacted by Congress which provided for the present system of Federal supervision and establishment of uniform standards of grain grades.

In the foregoing statements I have merely attempted to give a brief outline of a few of the "high spots" of the work in which this Association has participated during the past 23 years. I might continue this report in that connection to much greater length and detail but the time will not permit it.

I have merely given this brief outline as an appeal to the consideration of the broad minded members of the grain trade and to impress upon your minds the value of organization.

The scope of opportunities for work by trade organizations has, during the past 10 or 15 years, been materially restricted and for some years trade organizations have been under suspicion by the public, investigated from time to time by Congress, the Department of Justice and the Department of Trade and Commerce. The Sherman Anti-Trust Law which was enacted in 1890 having been construed as authorizing such investigations.

The Anti-Trust Law

It is the opinion of good authority that the original purpose of the Sherman Anti-Trust Law of 1890 was to break up the great trusts and monopolies of that day which had grown up and become established largely through transportation rebates and favoritism and that in fact on the other hand the framers of the Sherman Anti-Trust Law intended to assist and encourage the growth and independence of small enterprises.

The Federal Trade Commission Law enacted in 1914 was originally intended for the purpose of correcting the situation arising out of the misconstruction of the Sherman Anti-Trust Law. It was the purpose of the Federal Trade Commission Law to clear up questions of uncertainty in the Sherman Anti-Trust Law and to give assistance to the business men of the country in that connection.

Instead of doing this the Federal Trade Commission previous to the present administration has pursued what has seemed to be the opposite policy and in fact has antagonized all commercial enterprise applying to the provisions of the Sherman Anti-Trust Law in a technical and unreasonable manner and to such an extent that the result has been to positively effect a restraint of trade which the Sherman Anti-Trust Law was originally intended to prevent.

This situation has been recognized by Mr. Hoover, the present Secretary of the Department of Trade and Commerce in his statement before the National Association of Manufacturers on May 10, 1922 which is as follows:

"I believe the time has come when we must have some assistance from the law, but this does not imply the alteration of the purpose of the restraint of trade acts.

"At the time when the Sherman Act was passed, the country was in the throes of growing consolidations of capital. These were consolidations of actual ownership, and the country was alive with complaints of attempts to crush competitors with unfair practices and destructive competition."

Another authority on this subject makes the following statement:

"The Sherman Law was enacted in order to disrupt the great trusts which were then menacing independent traders; its framers did not intend that its provisions should be applied to trade associations; in the course of the interpretation of that law by the courts, trade associations have, nevertheless, been brought within its prohibitive provisions; the result has been that not merely with respect to the known restrictive effect of the Sherman Law upon trade associations, but also with respect to the uncertainty as to whether or not that Law affects a particular association, and the consequent uncertainty as to the true scope of the permissible activities of such association, great confusion has been caused among trade associations, and their efficiency has been thereby greatly curtailed; that in consequence of all of the foregoing, the time has now come when "some assistance from the law" is necessary in the form of an amendment whereby the original intention of the framers of the Sherman Law may be legally reaffirmed and restored, to the end that trusts and other monopolistic combinations may continue to be forbidden and likewise all other concerted acts among competitors which tend toward monopoly or monopolistic control, but so that, at the same time, useful co-operative acts upon the part of trade associations, and plain business generally, may be declared lawful."

In August 1908 Honorable William Howard Taft, as candidate for the Presidency made the following statement:

"I am inclined to the opinion that the time is near at hand for an amendment of the anti-trust law, defining in great detail defaults against it, and its aim, and making clearer the distinction between lawful agreements, reasonably restraining trade, and those which are pernicious in effect."

Co-operation

Some of us may feel opposed to any thought involving the idea of co-operation. I am inclined to feel, however, that since transportation regulations and charges and other commercial conditions have become to a large extent stabilized and the opportunity of special privilege largely eliminated that there is a line which may be quite definitely drawn as to the reasonable profit earning basis and that merchants in any line should be permitted to co-operate in order to maintain such reasonable profit earning basis and that the Sherman Anti-Trust Law should not apply unless it is found by proper investigation that the margin of profit taken is unreasonable. In other words that there would not be a violation of the Anti-Trust Law unless the profits taken would be found as unreasonable.

Under the provisions of the Sherman Anti-Trust Law as now construed, for example, two grain dealers may not discuss the prices that each is paying for grain without technically violating the Law and it is practically impossible for grain dealers or any other class of merchants to co-operate in any manner that may have the remotest effect of an understanding as to prices.

There is a clamor from certain quarters for the elimination of the merchant and the middleman. Those who advocate such an idea fail to appreciate the value of the individual initiative energy and courage that must be exercised by the merchant if he would succeed in the business.

I recently attended the annual convention of a Farmers Co-operative Elevator Association and listened to one of their leaders who strongly advocated the necessity of employing men who had experience and were efficient in the grain business to manage the co-operative elevator business and he emphasized the idea that a board of directors composed of farmers was not competent to manage the detail of an elevator business.

Following this line of thought further and considering the human element that is involved we must all admit that men who possess individual initiative, courage and energy are naturally ambitious to engage in busi-

ness on their own account and I am inclined to feel that a better service is rendered by the efficient individual merchant doing business on his own account than is rendered under the co-operative system where it is only natural for men to become indifferent to success having no further prospect for personal gain other than the salary earned. On the other hand merchants and middlemen must face the fact that it is absolutely necessary if they are to succeed under the competitive system to excel in giving service to their patrons and customers and to demonstrate the Rotarian idea, "He profits most who serves best."

The morning session concluded with the appointment of the following committees:

Committee on Resolutions: J. A. King, Des Moines; B. O. Holmquist, Omaha; J. K. McGonagle, Washta.

Committee on Nominations: L. N. Larson, Rolfe; C. L. Knox, Casey; R. A. Fraser, Nevada.

ADDRESS OF F. E. WATKINS

The afternoon session opened with a talk by H. W. Raymond of Chicago on workmen's compensation, and this was followed by an address by F. E. Watkins, president of the Grain Dealers National Association. He described the improvement in the conditions of the grain trade that had been made by that organization since its formation in 1896.

"Attention of the people in the past two years has been focused upon the agrarian movement, each wave of which was accompanied by a demand for cheap money with which to pay debts contracted when money was high," said Mr. Watkins. "Now the particular demand is for extended credit. Apparent excessive cost of distribution, distrust of middlemen and lastly the distrust of the farmer puts him under the influence of the self-seeking agitator and politicians. If the middleman could be eliminated it would have been done long ago. He is of actual economic value. A new rule of thumb plan of distribution cannot be suggested and there is no such formula.

"Entrance of co-operative elevators must have been convincing proof there are no undue profits in managing country elevators. Several bills in Congress were merged into the credit bill and it remains to be seen if the farmer gets any real benefit from the measure. These bills will reappear in some other form, probably next December.

"Some modern pools of marketing are getting out of bounds. Chicago wheat prices for 81 years show holding back grain does not increase prices. The country grain dealer is a true friend to the farmer. Your interest is deeper than the fact that your prosperity is tied up in that of the farmer.

"Fifteen million people are supported by Federal taxation. We have piled bureau upon bureau and commission upon commission in the attempt to regulate business. The whole program is now reacting against the true welfare of the farmer and the country at large.

"To avert the disastrous radical tendencies we should show our farmer friends the true inwardness of the farm movement foisted by politicians and self seekers and give our views to our representatives in Congress. We should ask public opinion to return to simplicity in government and to the Constitution. If the congressmen do not respond favorably we should try to get candidates who will. If thinking people are not interested in this great communistic question, then, indeed, is our great nation in peril."

E. C. Osman of Chicago read a paper in which he showed that Governmental "Tendencies" were toward deterioration due to paternalism, progressivism, and socialism, which have marked the first stages of the dissolution of nations in all ages.

PESTS—INSECTS AND HUMAN

J. K. McGonagle of Washta, read the following paper on "Pests":

The U. S. Department of Agriculture is authority for the statement that a loss of \$1,000,000,000 is sustained annually by American farmers from pests of foreign origin. To this must be added the damage done by the native sons. Let me give you the figures showing the loss to 11 principal crops from insect pests, weather, poor seed, etc., period from 1909 to 1921; corn 35.7 per cent; wheat 36.4 per cent; oats 32.2 per cent; barley 35.9 per cent; flax 45 per cent; rice 25.8 per cent; potatoes 36.6 per cent; apples 47.74 per cent; hay 23.6 per cent; cotton 40.3 per cent and tobacco 25.8 per cent.

The average for the 11 crops indicates a potential loss of 38.2 per cent. The average annual loss for this period for the first eight items is three and one-ninth billion bushels. The potential money loss on the 11 items is four and one-fifth billion dollars. It must be remembered, however, that the actual loss would not have amounted to this sum. If the potential crop has matured the price would have been less. Deduct a billion dollars of this loss for that caused by insect pests and we still have a loss of three and one-fifth billions caused by unfavorable weather, poor seed and other causes beyond the control of the farmer.

Fifty years ago the chief enemy of the Winter wheat grower was chinch bugs. Now he has a horde of pests, including bulls, of which he is always in fear. What is true of wheat holds good for other grains in greater or lesser degree and the same applies to fruits and vegetables. The fruit in unsprayed or unprotected orchards that is not damaged by some pest was evidently thought unworthy of attention by it.

A great amount of this increased pest infestation is due to increased production of crops and animals in a given area; a great deal to their ability to gain a foothold, subside and propagate their kind and a great deal to the unsanitary conditions of fields, orchards and barnyards. No doubt a great deal is due to lowered vitality of the organism on which pests prey.

I wonder if it is not true that the same causes have produced the human pests that plague the human race today, increased population, both rural and urban,

increased opportunity to breed and propagate and lowered powers of resistance of their victims. Is it not true that too many shirk individual responsibility, relying on mass action to do for them what is in their power to attain by individual effort? Are they not becoming the victims of the pests which breed and capitalize discontent? In this connection let me quote from a recent address of Harry F. Atwood, who said:

"Representative government, individual property rights, individual responsibility for individual conduct, provide the governmental bases for orderly progress. Direct action, paternalistic tendencies, class consciousness, class agitation and class legislation are the certain road to hopeless chaos. If we continue this drift from representative government toward direct action; from individual property rights toward communistic, socialistic and government ownership tendencies; from individual responsibility for individual conduct toward class consciousness, class action and class legislation, we will go the way that other nations have gone, which have been without anchor or faith or Ark of the Covenant."

While God, through Moses, plagued the Egyptians in 10 different ways, the devil has many times outnumbered this with the pests which now plague us. I want to refer briefly to a few which afflict not only the grain trade but all legitimate business.

Fiat Money Pest

Let us look for a moment at a comparatively recent experiment. After the French Revolution the national exchequer was sadly in need of replenishing and the revolutionary government conceived the idea of issuing money against the lands that had been confiscated from the church and nobility, which amounted to one-third of the land. Paper money called assignat was issued in denomination of livres—about the value of the franc. It was decided to issue 400,000 livres but when the first mild stimulation of this issue had worn off another issue of \$00,000 was printed. They steadily and rapidly declined in value but the presses were kept in operation until four billion had been issued. They were then issued as mandates, one mandat being equal to 30 assignats but they continued to depreciate until they were practically valueless. The presses, plates and "money" were gathered together and publicly burned. Although the Government had been warned what the result would be the advice went unheeded, so great was the clamor for "money". With the destruction of the stuff the good money in the country came out of hiding and order emerged from chaos.

About the same time this country suffered a fiasco which gave birth to the expression "Not worth a Continental."

Thomas Edison and Henry Ford have been advocating issuance of commodity money against agricultural products. The Government to build warehouses, accept non-perishable products for storage limited to one year. Against a warehouse receipt Federal Reserve Banks will advance one-half the average price for the past 25 years on the commodity without interest. There are a few flies in the ointment, such as the cost of storage facilities, a horde of Government employees to administer the system and the further fact that as goods are placed in storage they are withdrawn from the channels of trade and the amount in trade decreased while the amount of money is increased. Conversely, when the amount of goods in trade are increased by being released the amount of money decreases. Scarcity of goods and plenty of money—high prices and the opposite, low prices.

Prof. Irving Fisher advocates the use of an elastic dollar and an Iowa man of the advanced thinking type, in 1921, advocated the issuance of \$600,000,000 by Government fiat to relieve the unemployment situation, the money to be used to build a concrete highway across the continent. If this should be done to relieve the stringency of the deficiency with the laboring class it would be only fair to extend the same courtesy to other classes of unfortunates, grain dealers for instance. Sometimes we may have a better monetary system than the present, but I do not think it will be incubated by electricians, tanners and dreamers.

Government Ownership Pest

In March the U. S. Shipping Board announced a deficit of \$16,000,000 in operating expenses for the preceding four months. The loss in Government operation of our railways amounted to \$1,800,000,000.

In 1921 the loss to the Canadian Government in the operation of its Government owned lines was \$72,662,000 and for 1922, \$60,251,000. Mr. Geo. Gray, acting minister of the Canadian Government railways chose an appropriate time when he announced on Good Friday the result of the 1922 operation and the further cheering news that an appropriation of \$73,000,000 would be necessary for the present year and further added to the hilarity when he said this condition would be repeated for many years.

Twenty-five years ago the sun was hidden by the trust and monopoly clouds and the political spellbinders cast ashes on their heads and beat their breasts, and with stage tears implored the voters to relegate to oblivion the party responsible for encouraging and fostering these modern dragons. Today we have a monopoly which makes the trusts of that time look like a thin dime. I refer to the labor monopoly. Transportation, coal mining, the building trades and others are absolutely subservient to organized labor. I am not inveighing against organized labor, but against the abuses in it. In the period of low prices following the close of the war when the farmer was sunk in the mire of despondency and bankruptcy, organized labor refused to recede a farthing. Now we are paying through the nose for everything, the cost of which is governed by labor.

The production of transportation and fuel are stopped by strikes and the farmer suffers most. Transportation, fuel and manufactured goods are just as necessary to the existence of the farmer as bread, meat and textiles are to the laborer and I maintain that when organized labor refuses to produce what the farmer needs and must have, the farmer has a perfectly moral right to withhold what the laborer needs and must have. I believe if the shoe were put on the other foot there would be fewer strikes and tieups in necessary industries. Strikes settle nothing.

Class Legislation Pest

I think you are pretty well informed on this pest. The last two years has witnessed the most brazen and disgusting attempts to enact laws designed to destroy some class or give some other class a preferred place in the sun. Governor McCray of Indiana is to be most heartily congratulated for his veto of the so-called co-operative marketing bill and the grain trade owes him a vote of thanks for his courage.

The misinformed and prejudiced pests gain false conceptions and spread them as truth, not investigating to be sure of their ground. Many because of their prejudice are not willing to learn the truth. The next class, far below these, is the lying pest; the one who circulates what he knows is untrue for an ulterior purpose. This is the one that produces class prejudice and class hatred. Who tells you your competitor is paying more than you and selling his side lines cheaper than you are selling for. If he does not lie directly he does

so by implication. This form of irritation is not confined to petty affairs, but is practiced by pests of state and national reputation and is done solely to excite class hatred and prejudice. These curs are usually plausible liars and the poison is absorbed by many unthinking people and great harm is done because they add to the prejudice of the already prejudiced and suspicious minds. If the cloak of respectability were stripped from them they would be shown as white sepulchers, full of dead men's bones.

The price control and orderly marketing pests are two other species that are quite prevalent in the field of reformers. They would throw into the discard customs and usages that have proven efficient and economical and substitute methods purely theoretical and visionary, methods which have been tried and cast aside as proven failures. The human race has been plagued and ravaged for all time and doubtless will be afflicted until this vale of tears is passed.

What is the Remedy?

The U. S. Department of Agriculture and the various states spend millions annually to stamp out or check pest infestation. An attempt will be made to check the ravages of the cotton boll weevil by treating the cotton plant with an arsenic preparation, thereby killing the weevil. Immense amounts have been spent in ridding large areas in the South and Southwest of the fever tick which preys on cattle. It is hoped to stamp out hog cholera by vaccination. Some plant pests are held in check and destroyed by crop rotation and quarantine, allowing the pests to die through lack of proper environment.

But how shall the human pests be destroyed or held in check? Dean Davenport, late of the Illinois Agricultural College, said recently, "If all these self-appointed saviors of the farmer who never fed a pig or drew a furrow could be gotten together in one place the task would be reasonably simple. It would consist mainly in eradication of the pests and disinfection of the premises." The dean's method would no doubt be effective but sanitary squads engaged in the mopping up process might be held by the law to be too drastic in their actions, though the purpose were laudible.

If these bum advisers of the present would stay at home and put their own houses in order, they would do little harm. Asses are too sensible to heed their advice and their friends almost never do. However, it is too much to expect that they will voluntarily leave this world as long as they can get front page space and sinecures.

The successful man, whatever his line may be, usually has neither the time nor inclination to go on the "Advice circuit." Since the purveyors of quack economic nostrums seldom emulate Athithophel and the drastic measures suggested by Dean Davenport are not considered good form in law, our only hope is in some milder measure.

Since we cannot apply germicides and fire to these human pests it remains to get them out to the light and turn on the searchlight of truth. Most outbreaks of pestitis can be overcome by a candid presentation of the exact facts. The scales of prejudice are more difficult to remove than those of ignorance, but a continuous and consistent application of light rarely fails to have a beneficial effect.

The country grain dealer has been so fully occupied in an effort to keep the pot boiling that he has not attempted to diffuse much light about his business, with the result that most of the illumination has been shed by the sons of darkness. The net earnings of the railroads, the packers, the large mail order houses and in fact nearly all businesses of a national character are published and the information is available to the people, but press-agents the grain business has been left to blatherskite would-be reformers and cheap politicians. We ought to smoke these fellows out into the light and show them up for just what they are, creators of class hatred and panders to prejudice which their nasty brood has inspired.

It is probably too much to expect or hope that we will ever be free from pests, insect or others, but their numbers may be decreased and their ravages diminished by well directed warfare. David Harum said a few fleas were good for a dog because they prevented his remembering he was a dog, but I do not concede any virtue in submitting to unlimited pesterings which we can avoid or abate. Legitimate business needs to be rid of the gad flies that are stinging its flanks.

STATE WAREHOUSE LAWS

The discussion of the various state warehouse laws next brought out the fact that the Iowa and Nebraska laws are not mandatory. On the other hand, J. T. Scroggs of Sioux City showed that Senate Bill 110, which had been passed by the South Dakota Legislature in the interest of those who advocated pooling, practically confiscated private storage by commanding elevators to store all grain offered whether they had room for it or not. The elevator also is required to insure grain; to give bond, increasing with receipts; to deliver on demand grain of like quality and quantity as designated on the storage receipt without deduction for change in condition or shrinkage, from his elevator or a U. S. bonded warehouse at the option of the holder of the receipt, and without terminal charges. These and other provisions are, if violated, punishable with a fine of \$500 or imprisonment.

WEDNESDAY SESSION

The Wednesday morning session was opened with an address by Frank Robotka of the Iowa State College, on "The Cost of Operating Country Elevators." He showed that cost of operating was increasing and that it was practically necessary to handle side lines to make ends meet.

GRAIN WEIGHTS

J. A. Schmitz, weighmaster of the Chicago Board of Trade, read the following paper:

It was the conviction of my predecessor, Mr. Foss, that the functions of a terminal weighing department, included efforts looking toward improvement of any and all conditions that might affect the accuracy of weights regardless of where such conditions might be, or the parties responsible therefor; and I heartily concur in this conviction. On this basis, then, as weighmaster of the Board of Trade of Chicago, it is my duty to disseminate, to broadcast, if you please, for the benefit of all concerned, information based on the varied experiences of the Chicago Board of Trade weighing department, a department that weighs in the neighborhood of 500,000,000 bushels of grain each year.

Now, it has been our experience that weight differences can, in a large degree, be prevented by reasonable efforts on the part of the carrier, the shipper and the

terminal weighmaster; and it is my purpose continually to impress this thought upon the minds, not only of the car inspectors and weighers of the Chicago weighing department, but upon all others identified with the weighing and handling of grain, the inspection and cooping of cars for bulk grain loading and the transportation of such cars to market. The old adage that "an ounce of prevention is worth a pound of cure," is peculiarly fitting in the weighing, handling and transporting of grain. As Mr. Foss used to say,—"to prevent weight differences effectively we must have universal proficiency,"—and so the matter of weight differences, from any cause whatsoever, is up to the loaders, the transportation companies, the unloaders, and the terminal weighing departments, jointly. This, then, means that co-operation and co-ordination of all of these forces are imperative for highly satisfactory results. For my part in this "co-operation-co-ordination program," I shall take this opportunity to explain, briefly, the details of our performance:

First, we meet the cars in the outlying yards for the purpose of inspecting them as to seals and physical condition, and to see that any "leaking" cars are adequately repaired in order to prevent possible further loss of grain therefrom. The complete record and report of such "leaking" cars and of the repairs accorded them, the results of our inspection of all other cars is made by us for the benefit of the shippers of the grain. Our outer yard inspectors also see that the cars, in these yards, are promptly closed, and resealed, after the grain is sampled and resampled, and our men make a complete record and report of such sealings. This outer yard service, of which I speak, is known as our "Arrival Car Inspection."

Now, after the cars have been delivered to their respective unloading elevators and industries, we have another set of car inspectors go over them again, to determine their physical condition and seals, when placed for unloading, as days will have intervened since our outer yard inspection, and the cars, in the meantime, may have been roughly handled, or entered by some unauthorized person. This second inspection disposed of, and a complete record made thereof, the cars are set at the unloading hoppers for unloading and weighing. This work is performed under the direction of experienced employees of our weighing department, who are stationed downstairs at the car to look after the unloading, and at the scale to superintend the weighing.

Our weighing requirements also include a thorough cleaning out of cars by sweeping, frequent testing of all scales and grain handling equipment used, as well as sufficient supervision of railroad yards to enable us to know whether or not suitable police protection is given the yards in which loaded cars of grain are stored awaiting disposition.

Finally, after the grain is weighed, and detailed reports of our entire performance have been gathered and compiled (this compilation is always completed on the day following the unloading) certificates covering everything that we have done in connection with each car, from the time we examined it in the outer railroad yards, until we weighed the grain at the different unloading points, have been issued, and have been delivered to your Chicago representatives, who, in turn, forward these documents to you with account of sales. In a word, the supervision given the weighing of grain at Chicago not only conforms to "Standard Weight Supervision" as defined by the Weighmasters' Scalemen's Conference at Milwaukee, October, 1919, but it goes several steps farther. Incidentally, this definition of "Standard Weight Supervision" was approved by the chairman of the Transportation Committee, of the National Grain Dealers Association, before its final adoption by the Weighmasters' Scalemen's Conference; in it "Standard Weight Supervision" is defined as follows:

- "A—Supervision direct by impartial weighers, receiving no remuneration whatsoever from parties owning or operating the scales used in determining the supervised weights.
- "B—Supervision sufficient to insure you intelligent inspection of all cars inbound and outbound and delivery of all grain from car to scale or from scale to car, as the case may be.
- "C—The inspection of scales and equipment used to weigh and handle grain to and from cars.
- "D—Comprehensive record of all activities.
- "E—Supervision, clothed with sufficient authority to enforce rules and regulations, recognized to be essential in order to properly protect the weights of grain."

Henry A. Rumsey of Chicago described the radio service given by the Chicago Board of Trade, and Adolph Gerstenberg told of grain grading on that market. Guy Thomas of Minneapolis closed the session with a discussion of the Eat More Wheat campaign.

FIREHAZARDS IN GRAIN ELEVATORS

The final session opened with an address by J. A. King of Des Moines on "Fire Hazards," in part, as follows:

My subject is "Fire Hazards in Grain Elevators." We will consider what the principal hazards are and what may be done to reduce them. An analysis of the causes of the fires which occurred during the past year will give us positive evidence, and if we will heed the information so gained and act upon it, the loss of much property will be avoided and the cost of insurance reduced.

In the year 1922, the value of the grain elevators and contents destroyed by fire, on which this company carried insurance, and the causes of the fires, as shown by the adjustments made, were as follows:

Locomotive sparks	67,342.57
Lighting	13,752.59
Defective wiring	68,471.82
Cigarette stub	4,935.45
Over heated gearing in pit	10,764.72
Exposure	32,894.92
Fine coal in stove	20,996.71
Unknown	103,320.96

A total of\$322,479.74

In some of the cases here included, this company carried all of the insurance and in other instances, other companies were interested. On some of the losses in this list, the owner of the property was fully reimbursed for his loss by the insurance, but in most cases, the value exceeded the insurance, and in some cases, the excess of loss over the insurance, was large.

The amount of loss stated is only the amount of the property loss and does not include anything for loss of business.

The important question is, how much of these excessive losses could have been prevented? I maintain that the percentage of these losses which could have been avoided, is no less than that named by the National Fire Protection Association, 75 per cent.

If the buildings ignited by locomotive sparks had been roofed with noncombustible material, no open-

ings next to the track allowed to remain, and all conditions where such sparks could lodge, remedied or removed, it is evident that the loss would have been very light and probably nothing at all from that cause. There is less danger of locomotive sparks starting a fire on the roof of the main elevator, especially if it is high, than there is on the roof of the additions which are lower. But in some instances, the roof of a high elevator has been so ignited. Non-combustible roofing should be used for the roofs of all buildings near the railroad track; such material costs no more than wood shingles.

There is only one answer to the question whether losses by lightning can be prevented. No elevator insured in this company and properly rodged, has been damaged by lightning, and I have no knowledge of such damage to a rodged elevator insured in any other company. Copper cable rods properly installed and kept in order are absolute protection against lightning. Defective wiring should not and need not be permitted. Metal covered buildings, such covering properly grounded have sufficient protection from damage by lightning. It is to be understood that the suggestions regarding lightning rods do not apply to such metal covered buildings. Electric wiring can be so installed as to be entirely safe.

The loss caused by a lighted cigarette stub being thrown into combustible material, was absolutely avoidable. Starting a fire in that manner should be regarded as criminal carelessness. Smoking in or about a grain elevator should be positively prohibited and the prohibition enforced.

The loss caused by overheated gearing was preventable without doubt. Either the bearing was not kept properly oiled, or on account of not running true or because badly worn friction occurred, causing it to become hot enough to start the fire. None of these conditions should be allowed to exist.

In this list is a fire waste of \$21,000, caused by the explosion of a stove in which a fire was started, and the stove so filled with fine coal as to choke the draft. The accumulation of gas under the coal dust had to have an outlet. The result was that the fire was blown from the stove and scattered over the room. The fire spread so rapidly that it was soon beyond control, and the building with most of the contents, was destroyed.

It would seem reasonable to expect that anyone of mature years, capable of operating a grain elevator, would realize the hazard created by starting a fire in a stove and covering the fire entirely over with coal dust. That loss was surely avoidable.

The losses from these causes which we have found were preventable aggregate \$186,263, and 58 per cent of the whole amount under consideration.

Known fire hazards in grain elevators include:

- As applying to construction:
 - Conditions that do not prevent, in fact assist
 - Ignition by locomotive sparks
 - No protection against damage by lightning
 - Faulty installation of electric wiring
 - Electric motors not enclosed
 - Engine room floor of combustible material
 - Stove or stove pipe not well protected
 - Exhaust pipe not protected where passes through wall
 - Fuses and switch not enclosed
 - Fuses too high in amperage rate or of unsafe kind
- As applying to operation of the elevator or house-keeping:
 - Accumulation of dust and dirt
 - Smoking in or about the elevator
 - Neglecting to keep all bearings well lubricated
 - Using coal dust for fire in stove
 - Excess of gasoline in elevator
 - Oily rags and waste
 - Dust and cob room not cleaned frequently
 - Weeds and trash
 - Wooden spittoons
 - Oil dripping into dust
 - Rat poison containing phosphorous

Without any doubt whatever, a considerable part of the fires herein listed "Cause Unknown" and possibly all of them were caused by one or another of the hazards named.

There is not a sufficient reason why any of these hazards should be allowed in a grain elevator, and it is therefore self evident that the fires caused by the hazards named should not have occurred.

Nearly all of the hazards above named can be eliminated without expense. The few that would require some cost to correct, the benefit to be derived is so large as compared to the outlay that the necessary expense is inconsequential. Fireproof roofing, lightning rods, enclosures for motor and a fuse and switch cabinet would cause some expense. The other hazards named could be corrected mostly without any expense other than labor.

There is a feature of this question of fire prevention applying to grain elevators that I do not recall having been presented.

A large number of elevator owners have eliminated all of the fire hazards of which they have knowledge. There is no danger of fire occurring in their property caused by locomotive sparks, lightning or spontaneous combustion, and but little if any danger of fire from any of the hazards named, because of their continuous care and determined effort to not permit fire hazards to exist in their elevator.

That being true, I want to ask you in all candor, is it reasonable and fair for others carelessly and indifferently to allow hazards of known dangerous character to exist in their elevator and when such hazards cause fire damage, which they surely will, sooner or later, expect the more careful members to pay for the waste caused by such negligence. It would seem that the word "unfair" is a mild term to apply in such case.

It seems probable that in the near future, market quotations will be sent out by radio from the terminals. I understand that method is now being used to a limited extent. When market reports are generally disseminated by radio, many and perhaps most grain elevators, will be equipped with a radio system. Unless the system is properly installed, there is danger of damage being done to the building and to the radio system by electric current running down along the antenna wire into the building. The antenna wire should be connected to the building on porcelain knobs and should enter the building through a porcelain tube. There should be a bend downward in the antenna wire outside of the building so that the bend will be just below the tube which the wire passes through into the building. A lightning arrester should be attached to the lower part of the bend in the antenna wire, and a ground wire should be extended downward from the lightning arrester in as near a straight line as possible. A ground wire is to be run from the machine also. The ground wires should not be attached to the same ground.

I am advised that usually there is not any lightning arrester with the radio system, but the dealers have them made for use with the radio system. The arresters are small and not expensive.

It is stated by good authority that the radio system, if properly installed, is a protection. However, if not rightly installed, it would be a hazard.

A word on fire protection. We have positive knowl-

edge of several elevators being saved by the use of liquid fire extinguishers, the fire having been put out with but little damage, such extinguishers may be of valuable service, even though the elevator is located where there is public fire protection.

We urge that every elevator be equipped with a sufficient number of liquid fire extinguishers to provide such protection at every place of danger in the elevator and other buildings.

The Nominations Committee submitted its report, which was adopted as noticed in the first paragraph of this report. The Resolution Committee presented a number of resolutions, including a recommendation to iron-clad all elevators; asking a reduction in commissions at terminal markets; recommended the appointment of a state scale inspector; urged support of the Eat More Wheat campaign; and offered a fitting tribute to the late Gus Foss. The meeting then adjourned *sine die*.

MISSOURI DEALERS MEET

A well attended and interesting meeting was held by the Missouri Grain Dealers Association at the Coates House, Kansas City, on April 25 and 26. President A. H. Meinershagen of Higginsville gave a brief address in reply to the address of welcome by H. J. Smith, president of the Kansas City Board of Trade. Mr. Meinershagen said:

It is a privilege to reply to a welcome address such as we have just heard. We are assembled for the ninth time in annual convention, and for the second time in history of our organization we are gathered in this great metropolis, the "Gate-way of the West" and "The Heart of America" as it is oft times called, and rightly so, with your beautiful parks and boulevards, ranking as one of the largest grain and milling centers in America. You stand at the top of the list as a primary winter wheat market; distribution of agricultural implements; can boast of having the largest Livestock Exchange Building in the world. These, and many other industries you can justly be proud of.

President Smith has bid us to tarry with you a few days, which we will do, mixing some pleasures with our business, to get better acquainted with one another and each in his own way will find some enjoyment. You have done us many times, now we have come here to do you and thank you for the privilege so freely extended.

I believe that I am violating no confidence, when I say that the lot of the middlemen has not been either a happy or a profitable one the past year. We know that the grain trade of the United States is now, and has been, performing functions necessary for the welfare of the entire world and performing them with efficiency unequalled in the history of distribution, yet we now find ourselves in the unfortunate position of being the target for the abuse of both producer and consumer.

The decision of the United States Supreme Court declaring legal the Capper-Tincher Law has no effect whatever on those who wish to hedge or speculate in the ordinary way. It prevents unreasonable manipulation, false and misleading information.

Happy indeed am I to be able to proclaim after the two years I have been privileged to serve you as president, even though those who oppose the grain trading have been actively legislating against us, the Association is sustained and supported by a loyal membership. Credit must be given our worthy secretary whom I have always found to be conscientious, courageous watching all legislation that was introduced pertaining to the grain business in our Capital City. Last winter when the Painter-McCawley Bill pertaining to the storing of grain by the grower, Secretary Boyer immediately wrote every member of this organization to write or wire his respective representative, the bill has become a law, but with amendments which leaves the bill in such a form that it will harm the trade very little if any. This work not only benefits the members of the organization, but benefits non-members. It not only benefits the country grain dealer, but benefits the dealer in the terminal market as well. We need all terminal market dealers in our organization, but up to this time have not been able to convince them of this fact, but we are in hopes that in the near future it will become a reality that every grain dealer operating in the State of Missouri will become a member of the Missouri Grain Dealers Association.

Permit me to express my gratitude to the grain interests for the loyal support you are giving the Missouri Grain Dealers Association.

SECRETARY BOYER'S ADDRESS

Secretary D. L. Boyer of Mexico gave his report, in part as follows:

The past year has developed some improvement in the general agricultural situation over this time a year ago, and practically all industrial institutions have shown a decided come-back from the worst part of the depression. Some of the industries of this country are enjoying almost a wartime prosperity, which seems too good to last when you take into consideration the general world conditions. The institutions that are enjoying this prosperity are fortunately engaged in the production of commodities that are almost entirely consumed in this country.

This condition does not exist in the grain business and while we are in a much better position, generally speaking, than we were a year ago, it will require a more decided improvement in world conditions before we can hope for anything like prosperous times for anyone engaged in the handling of agricultural products.

The experiences of the past year have done much to prove that the worst is over and to do away with the fear of the future. The worst is over, and we are on a much sounder business basis, which will eventually and gradually enable us to work back to healthy and normal conditions. The two years of depression prior to 1922 caused some of our terminal and interior firms to make desperate efforts to recuperate their losses through speculation or by expensive increases in operating costs, which have resulted in a few bankruptcies and consolidations, as well as to force a number of them to go out of business. This, of course, has had its effect on the Association, and while we have had a fairly good year we are sorry to report that we show a net loss of 25 in membership, which has its effect in reducing our general revenue.

There seems to be some little misunderstanding among our members as to whether or not we maintain a loss and damage claim department, and we wish to take this opportunity of stating that we do. Just two years ago we made arrangements with Mr. Owen L. Coon, a claim attorney located in Chicago, who has a wide reputation for handling claims and who represents some five

or six other state organizations, to handle our claims and he has been doing so ever since.

We had the usual number of bills affecting the grain and milling business introduced into our recent legislature with about the usual results. One of the rankest class legislation measures was introduced into this session of the legislature, as well as in all the other principal agricultural states. The bill was so apparently unconstitutional that our exchanges would not make an effort to see it defeated. I think Mr. Watkins is going to cover this bill in his talk so I will not attempt to explain it.

There was a bill introduced in our legislature that was the first sensible piece of agricultural legislation that has been introduced in many a day, and we would like very much to know from what source it came. The bill we refer to was House Bill No. 522, and was introduced by Messrs. Steiner, Lay and Bell. The substance of the bill was as follows: The object of a county farm bureau shall be: (a) To promote the development of profitable and permanent systems of agriculture. (b) To assist in securing wholesome and satisfactory living conditions in the country. (c) To encourage the development and successful growth of all rural social and educational institutions. (d) To assist in safeguarding rural public health through community co-operation. (e) To develop better economic and business methods and practices in farm and home life. (f) To co-operate with all individuals, groups, institutions and organizations whose purposes are in accord with the objects set forth in this section. (g) Provided, however, that no county farm bureau, or paid employees of such farm bureau, receiving funds under this act shall engage in marketing or other commercial activities. Provided, further, that none of the membership dues collected by such a county farm bureau shall be used to promote such activities.

This is the first time in the history of our state legislature since I have been connected with the grain business that any kind of a measure was introduced that would, in any way curtail the commercial activities of employees of such institutions whose salaries are paid by taxpayers at large. There was, of course, a too well organized lobby of certain agricultural interests at Jefferson City to allow a measure of this character to pass, and the bill was killed in the committee. It is our sincere hope that our future state legislatures will see an increase in number of fair minded representatives who realize the injustice of allowing employees of such organizations to further their personal interests by using the taxpayers' money to promote commercial activities which are in direct competition to the taxpayers' business.

One bill, with which most of you are familiar, was Senate Bill No. 265 introduced by Senators Painter and McCawley. This bill was of particular interest to interior elevators and mills because it provided that every elevator and mill in the state had to store grain for producers regardless of their storage capacity, and further provided that the State Warehouse Commissioner should fix the storage and handling charges. This bill had a rather unusual course of procedure before it finally became a law. It was, of course, introduced into the Senate and when it first came up for passage, it was killed. It was then brought up for reconsideration and passed. It was then sent over to the House for their consideration and was amended in the Committee and when it came up in the House for final passage it was killed. It was then brought up for reconsideration and passed by the House as amended. It was then sent back to the Senate for consideration of the House amendments who accepted them and passed the bill as amended. The bill has been signed by the Governor, and will become a law shortly after the first of June.

The amendments that were added do away with most of the objectionable features of the bill as they exempt all elevators which do not store grain for hire, and all mill elevators which are a part of the physical property of the mill, with a special provision for other mill elevators. There are a few of our interior elevators that have in the past stored grain and made a charge for doing so, and if any of you wish to continue this practice you can do so by complying with the requirements of the new law. We have a copy of the bill, and also the amendments, and will be very glad to go into it in detail in case any of you are interested.

SECRETARY'S FINANCIAL REPORT

Receipts

Balance on hand in bank April 19, 1922.....	\$1,042.46
Membership fees and dues.....	2,677.50
Advertising.....	1,576.81
Miscellaneous.....	1,240.45
Total.....	\$6,537.22

Expenditures

Salaries.....	\$3,475.00
Traveling.....	716.40
Office expense.....	407.70
Printing.....	494.48
Total.....	\$5,093.58

Balance on hand in bank April 25, 1923.....	\$1,443.64
Total.....	\$6,537.22

An interesting and instructive address on "General Business Conditions" was given by Allen Logan, president of the Kansas City Grain Men's Club. He reviewed the position of many of the leading industries, showing how substantial is the basis for our present and continued prosperity.

President F. E. Watkins of the Grain Dealers National Association gave a general summary of the larger movements in commercial and economic thought which affect the grain trade. The trend of his remarks was similar to those made at Sioux City reported elsewhere in this issue.

THE VALUE OF STATE ASSOCIATIONS

Secretary E. J. Smiley of the Kansas Grain Dealers Association, presented an interesting paper on the above subject. This address was as follows:

In the New Testament there is a quotation, "By their fruits, ye shall know them." Every organization is judged by its works. In order to determine the value of state associations of grain dealers, it is necessary that we consider what these state associations have done for the grain trade.

Most of the state associations were brought into existence a quarter of a century ago, and those now in the grain business who were engaged in business prior to 1900 will bear out my statement that, owing to existing conditions, organization became a necessity. We question whether any other line of business was as completely demoralized as was the grain business from 1890 to 1900. I do not care to take up the time

to go into full detail in explaining conditions during this period, but wish to briefly call your attention to a few facts that will illustrate the existing conditions. For a period of 20 years special privileges to favored shippers were granted by all western lines, and woe betide the individual or company that gained the ill-will of any of these monarchs. Grain inspection was a farce, and under the control of these favored shippers, every chief grain inspector had to have the approval of these elevator concerns before his appointment by the governor. Weighmasters at all terminal markets were under the control of superintendents of the elevators, who could hire and fire to suit their pleasure. It is a well-known fact that the superintendents of these elevators were expected, and did, weigh out of these houses, enough more grain than was weighed in, to at least pay all operating expenses. The carriers were fully protected against collection of claims for loss in transit, as no report was made of the physical condition of cars upon arrival at terminals, thereby placing the country shipper at the mercy of the carrier. Comparatively few of the country elevators were equipped with weighing devices of any kind. Most of them contended that where ignorance was bliss, it was folly to be wise. Any code of ethics was unknown to the country grain dealer. Lack of harmony and understanding among country dealers for their own protection had never been dreamed of. I might further enumerate conditions existing during this period, but think enough has been said to convince any fair-minded man that, owing to existing conditions, their only hope and salvation was to organize for their mutual protection. The pioneers in this work assumed a Herculean task. The beneficiaries profiting from these special privileges were loath to give them up, and used every means at their command to discourage organization of local elevator owners. By persistent effort and house to house canvass, most of the state organizations were sufficiently well organized by 1900 to command at least the respect of different boards of trade. However, we had a long, hard fight to convince the elevator interests and western terminals that we had certain rights that must be respected. Through the efforts of these organized bodies, the inspection departments under the jurisdiction of state government were created and are functioning today, having entire control of grain inspection into and out of all elevators, public and private. The inspection departments of the different states also have charge of weighing in and out all grain received and shipped, and we believe we are safe in saying that there is little complaint of the weights furnished at the terminal elevators throughout the country today. We will admit that these departments could be improved upon if taken out of politics, and believe that the day is coming in the near future when the state departments will realize that a man's fitness for the position of inspector or deputy grain inspector should be taken into consideration and that men who have demonstrated their ability to fill these positions should be put on the civil service list. Unless this is done, it is only a matter of a few years until the inspection and weighing of grain in the United States will be entirely under the jurisdiction of the Bureau of Markets.

Twenty-five years ago the assembling of a body of grain dealers such as you have here today would have created consternation and such a meeting would have been heralded through the press of the country as an attempt to fix prices.

Many of the unfair practices that were permitted by the different boards of trade have been discontinued, and these state organizations, through close co-operation, have succeeded in eliminating entirely an undesirable class scattered throughout the country, known as "brokers," who operated without any capital and were constantly changing locations and changing names. Comparatively few individuals and firms of this class are even attempting to do business today, and the few that are, unless they change their methods, will be forced out of business for lack of business. We believe that it is the duty of the secretary of every state association to immediately notify his entire membership of any individual, company or concern that is guilty of sharp practices. We have in mind a concern operating in our state that has made a practice of holding back returns, in some instances a year after shipment was made. This concern insisted that shippers leave a reasonable margin to protect weights and grades and succeeded by this method of having sufficient funds due their customers to carry on their business. We have given this firm to understand that unless they change their method of doing business, and at once, we will recommend to our Board of Directors their expulsion from the Association, and also recommend that the members of this Association be advised of the action taken. A copy of the letter advising them of our intended action was mailed to their banker, in order that he might be protected. We further believe that it is the duty of the official board and secretary of every state grain association to consider quality rather than quantity in making up their membership.

Experience has taught every secretary of every state association that a single individual or firm on their membership list that is guilty of uncommercial conduct can, and will, do more to bring about discredit to the organization than losing 25 per cent of the membership. We believe that it is the duty of every secretary of every state organization to carefully investigate every complaint coming to his office of uncommercial conduct on the part of any member of a board of trade. To illustrate how helpless an individual may be in attempting to recover for loss sustained through the neglect, or I might make it stronger, of boards of trade to discipline their members, I wish to cite you to conditions that existed in Kansas City during the months of July and August, 1921. A Kansas City Board of Trade rule provides that the purchaser must accept or reject all purchases made on the exchange floor before 1 o'clock of the next succeeding day, unless the quotation appears on the inspector's certificate, "can't reach bottom" account of car being overloaded. This looks reasonable, and it is a reasonable rule, as no buyer is expected to purchase the contents of a car of grain unless a true sample of the car has been taken. You probably will remember that there was a very heavy movement of grain to all terminals, and especially Kansas City, during the months of July and August, 1921. The elevator interests at Kansas City used Board of Trade employees known as the "Sampling Department" to sample the contents of all cars arriving at this market. The services of these employees were paid out of a Board of Trade fund. It developed about the first of August, 1921, that practically all of the cars arriving at the elevators showed this "CRB," "can't reach bottom" notation, and as a result, reinspection was called on practically all shipments coming into Kansas City during this period. Many of these cars on reinspection, 10, 15, 20, and, in one instance, 43, days after the original inspection had been made, were found out of condition, and the buyer promptly notified the seller that reinspection showed the cars to be below the grade purchased, and that they would not apply same at the contract price. As these cars were set at the elevators before reinspection was called, the shipper was practically forced to accept the price offered by the elevator concern. Many shippers sustained heavy losses, and our office was flooded with complaints. An in-

vestigation was promptly made, and it developed that these board of trade samplers were provided with 48-inch triers, thus making it impossible for the sampler to reach bottom of cars of over 60,000 capacity. In one instance, a clean-up car was marked "CRB" by a Board of Trade sampler that contained only 36,000 bushels of wheat. Following this investigation, the members of this Association were promptly advised of the existing condition, and as secretary of the Kansas Grain Dealers Association, the writer recommended that they refuse to make good overdrafts on shipments where they could establish the fact that the car had been permitted to remain in the yard an indefinite period of time before reaching the elevator. As secretary of this Association, a conference was asked for with the general managers of all of the lines entering Kansas City, and the situation was fully explained, and we had the assurance of representatives of the carriers in attendance at this conference that unless this practice was discontinued they would arrange for additional hold-tracks in order that cars might be located by the inspection departments of both Kansas and Missouri 24 hours after the original inspection was made. When you visualize this situation, do you not realize that individually we would be helpless to change the condition? In organization there is strength; aside from organization, the individual is helpless.

I assume that you are all familiar with the rules governing inspection of grain fixed by the Bureau of Markets. If so, you will know that the grade requirements for Hard wheat will only permit of one-tenth of 1 per cent of heat damage in No. 1 wheat, two-tenths in No. 2 wheat and one-half of 1 per cent, or one-half kernel to the hundred, in No. 3 wheat. That is bad enough, but during the year 1920-1921, the Federal supervisors insisted that any lot or parcel of wheat having what is known as "skin-burnt" or discolored grains should be classified as heat damaged. As a result, a large proportion of Winter wheat reaching the markets was classified as No. 4 and No. 5, or sample, and sold at a discount of from 15 to 25 cents per bushel. Hundreds of cars of grain of this so-called "heat-damaged" wheat sold on the exchange floor at Hutchinson, Wichita, Fort Worth, Kansas City and St. Louis to merchant millers, who used it in the manufacture of high patent flour, and as far as we have been able to ascertain, none of this flour was ever turned back on account of quality, but a number of shippers were made bankrupt, and a howl went up to Washington, but little or no attention was paid to it. The Kansas and Oklahoma State Associations, acting jointly, petitioned Secretary of Agriculture Wallace for

ference when requested to do so for the past three years.

It is a great surprise to me, and, as I assume, a surprise to the secretaries of all state associations, that it becomes necessary for us to go out and solicit memberships from men now engaged in the grain business. One would naturally suppose that every individual and company owning an elevator or elevators would make application for membership to an organization from which he was deriving benefit and protection, but I am sorry to say that such is not the case, and that months of my time is taken up every year in traveling throughout the state for the purpose of keeping up the membership of the Association. It would surprise you to know the excuses that are offered for their refusal to give the organization their support. The excuse most generally offered is that they have not had any trouble at any market at any time with anyone; every car that they have shipped to a terminal market has held out in weight, and if you would accept their statements as statements of fact, no association could be of any benefit to them in any way. However, a prolonged visit, and I make many of them, gives me an opportunity of finding out that they have troubles, and their only reason for not joining the association is the small amount of annual fee.

I have in mind one gentleman whom I spent several hours with and had practically given up hope of landing his application when it occurred to me to ask him if he carried insurance on his elevator. His reply was, "Of course, I do," and I asked him if he had ever had a fire, and he stated that he had not. I then asked him if he did not consider it a waste of time and money to carry insurance on his elevator. I secured his application by telling him that we were offering the best insurance in the world for a much less sum than he was paying for the insurance against fire on his plant.

I do not contend that the state associations are perfect and do not make mistakes. None of them have reached the state of perfection, and never will. I personally realize that we are not performing the service that we should. Neither are we receiving the support that we should. When the time comes, and we believe it will come, that every elevator owner and operator will gladly give his moral and financial support to the organization in the state where he is located, then the associations can come nearer offering perfect service.

This will especially apply to legislative matters. Of late years, especially the present, in practically every state legislature in the grain producing states, bills have been introduced for the sole purpose of eliminating the so-called "middleman." Several bills of this nature were introduced in both House and Senate during the

erhsagen, Higginsville; A. E. Klingenberg, Truesdale; H. H. Green, Pattonburg; W. T. Lingle, Bethany, and A. G. Sullivan, Nevada.

This ended the program and the meeting adjourned *sine die*.

AN ERROR IN DATES

Last month we made a mistake in the dates for the meeting of the American Feed Manufacturers Association. Instead of June 8 and 9 as published, the correct dates are June 7 and 8. The annual meeting will be held at St. Louis and an interesting program is being prepared.

MUTUAL MILLERS AND FEED DEALERS TO MEET

The annual spring meeting of the Mutual Millers & Feed Dealers Association will be held Saturday, May 26, in the Phoenix Hotel, Corry, Pa. The program will consist of a luncheon at noon followed by an informal discussion of any topics of interest to members. Invitations have been accepted by several men prominent in the grain trade for talks at the meeting and, as many important questions will be discussed a large attendance is anticipated.

PROGRAM FOR KANSAS MEETING

The annual meeting of the Kansas Grain Dealers Association promises to be an important and interesting event. It will be held in Topeka, Wednesday and Thursday, May 16 and 17, and will open with an address by J. B. Price, Manager Topeka Chamber of Commerce. The president's address and secretary's report will take up the balance of the opening session. In the afternoon A. F. Williams, U. S. district attorney, will speak on "Where American Business Stands"; C. M. Reed, chairman Public Utilities Commission, will discuss "Rail



BANQUET TO THE MISSOURI GRAIN DEALERS AT KANSAS CITY

a hearing, which was finally granted, hearings being held in Oklahoma City and Kansas City. Samples were presented to the representatives in charge, and hundreds of account sales were introduced as evidence and read into the record, showing that cars inspected at Wichita as No. 2 Hard, no heat damage discovered, and when forwarded to Kansas City as much as 3 per cent of heat damage would be found, throwing the wheat into the sample grade. We were promised by the chief of the Bureau of Markets that a full investigation would be made and that if it were found that our complaints had merit there would be a change in the rule.

Just before the 1922 wheat crop was ready to market, the Board of Review of Chicago, having the final say as to what actually constituted heat-damaged wheat, issued instructions to all Federal supervisors, who, in turn, were instructed to notify chief inspectors that until further notice berries or parts of berries that had heretofore been classed as heat-damaged would be changed, and that only such kernels or parts of kernels that showed plainly from discoloration that they had actually been subjected to a temperature of above 140 degrees would be classified as heat-damaged kernels. This was a victory for the associations, and while shippers have sustained heavy losses on account of this arbitrary ruling, we are convinced that it is only through the united efforts of the organizations and the support given by the boards of trade that the change in rules was made. Do you imagine that anything could have been accomplished through individual efforts?

The arbitration feature of the state associations is one of the strong features, and we believe it is appreciated by all practical elevator owners and operators, members of the state associations. We believe all state associations have incorporated in their rules compulsory arbitration features. The rules of the Kansas Grain Dealers Association provide for compulsory arbitration among its members; also among its members and members of the National Association and all state associations, as well as members of recognized boards of trade.

The refusal of a member to submit a difference to the Arbitration Committee of the Association, in controversy, or to comply with the award of the Committee, makes such member subject to expulsion, and it is the duty of the secretary to notify all members of the Association as well as receivers, whom he, the secretary, believes would be affected by unbusinesslike conduct on the part of the person or persons neglecting or refusing to submit a controversy to arbitration. When these rules were first adopted, several members of our Association formed an opinion of their own that these rules could not, or would not, be enforced. To their surprise, they were enforced, and the names of party or parties, members of the Association, refusing to comply with the rules, were promptly expelled, and their expulsion given wide publicity. As a result of this action, not a single member of the Kansas Grain Dealers Association has refused to arbitrate any dif-

ference when requested to do so for the past three years. It is a great surprise to me, and, as I assume, a surprise to the secretaries of all state associations, that it becomes necessary for us to go out and solicit memberships from men now engaged in the grain business.

One would naturally suppose that every individual and company owning an elevator or elevators would make application for membership to an organization from which he was deriving benefit and protection, but I am sorry to say that such is not the case, and that months of my time is taken up every year in traveling throughout the state for the purpose of keeping up the membership of the Association. It would surprise you to know the excuses that are offered for their refusal to give the organization their support.

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This will especially apply to legislative matters. Of late years, especially the present, in practically every state legislature in the grain producing states, bills have been introduced for the sole purpose of eliminating the so-called "middleman."

Several bills of this nature were introduced in both House and Senate during the

Consolidation"; H. L. Shellenberger of Lyons will talk on "Contracts"; and Roy Cunningham of Larned will have an address on "Fair Distribution of Box Cars."

On Thursday morning President S. P. Wallingford will talk on "My Impressions of the European Grain Trade." A novelty will be introduced in an address by a 13-year old boy, Zohner Roller of Wray, Colo., on "Pass Prosperity Around"; C. E. Huff of Oronoque, will lead a discussion on "Fair and Unfair Competition"; and W. L. Dunbar of Haviland will open the subject "How to Determine Cost of Handling Grain Through Country Elevators."

In the final session F. Derby of Topeka will discuss "Telephone Troubles" and routine matters will conclude the business sessions. On Wednesday evening the Topeka Board of Trade will give an entertainment in City Auditorium, and on Thursday evening a banquet at the Masonic Temple.

CONVENTION CALENDAR

May 16-17. Kansas Grain Dealers Association, Topeka, Kan.

May 22-23. Oklahoma Grain Dealers Association, Oklahoma City.

May 25-26. Texas Grain Dealers Association, Fort Worth.

June 7-8. American Feed Manufacturers Association, St. Louis, Mo.

June 15-16. Northwestern Grain Dealers Association, Broadwater Hotel, Helena, Mont.

June 20-21. Ohio Grain Dealers Association, Cleveland.

June 22-23. Southern Seedsmen's Association, Hotel Farragut, Knoxville, Ten.

June 27-29. American Seed Trade Association, Atlantic City, N. J.

July 24-26. National Hay Association, West Baden, Ind.

October 1-3. Grain Dealers National Association, Des Moines, Iowa.



EASTERN

Benj. F. Curtis has bought the grain business of B. L. Ludwig at Richmond, Maine.

The capital stock of the Ogden Grain Company of Utica, N. Y., has been increased from \$50,000 to \$150,000.

The property at Malden, Mass., which the Malden Grain Company now occupies has been bought by it. The company plans to develop it.

The interest of Willis C. Arnold in the Marr & Colton Company of Warsaw, N. Y., has been sold by him. He has bought an interest in the Bay State Elevator Company of Springfield, Mass.

To deal in grain, groceries, etc., the Chatham Farmers Exchange has been incorporated at Chatham, N. Y., capitalized at \$30,000. The incorporators are W. N. Gould, F. Bemis and L. Eberle.

A concrete grain elevator of 100,000 bushels capacity is to be erected at Buffalo, N. Y., for Kreiner & Lehr who have let the contract for the house to L. R. Veatch. The elevator will have an unloading capacity of 10,000 bushels per hour.

Articles of incorporation have been filed by the Sherburne Grain & Coal Company, Inc., of Sherburne, N. Y., capitalized at \$60,000. The company will deal in feed, flour, coal, hay, etc. The incorporators are: S. C. Webb, E. G. Beechwood, both of Sherburne, N. Y., and E. B. Clark of North Norwich, N. Y.

INDIANA

Barton & Co. are succeeded at the North Elevator at Ridgeville, Ind., by Fred C. Murray & Co.

The Amo Mill & Elevator Company is succeeded at Bargsville, Ind., by the Bargsville Grain Company.

The capital stock of the Chalmers Grain Company of Chalmers, Ind., has been increased from \$20,000 to \$50,000.

The Columbia Feed & Grain Company of Oakland City, Ind., has filed a preliminary certificate of dissolution.

New truck scales of 20-tons' capacity have been purchased by the Farmers Grain & Coal Company of Frankfort, Ind.

The elevator and flour mill of the Brewer Bros., at Paragon, Ind., have been sold to C. F. Schnaiter of the Martinsville Milling Company.

W. E. Muff of Summerville, Ohio, paid \$7,070 for the elevator of the Farmers National Grain Association located at Fountain City, Ind.

The Farmers Elevator Company and the New Waverly Equity at New Waverly, Ind., are succeeded by the New Waverly Elevator.

The Polk-Genung-Polk Company of Fort Branch, Ind., has the contract for the erection of a four-tank elevator of 30,000 bushels' capacity for Sartor & Clarke of Oaktown, Ind.

Numerous changes and improvements are to be made to the elevator which A. B. Martin of Lafontaine recently bought at Gas City, Ind., from the Gas City Elevator Company.

Articles of incorporation have been filed by the Indianapolis Grain & Feed Company of Indianapolis, Ind., which will deal in grain, hay and feed. Fred Vawter, E. E. Sluss and M. A. Isaacs are directors.

A service station costing \$5,000 is being built at Milford, Ind., for the Milford Grain & Milling Company. It will be of brick with electrically operated pumping devices connecting with a 12,000-gallon tank.

The F. J. Townsley Elevator Company of Emison, Ind., has let the contract to the Polk-Genung-Polk Company of Fort Branch, Ind., for the erection of a 26,000-bushel elevator there. The elevator will be a five-bin house.

To handle grain, feed and building material, the Brown Supply Company was incorporated at Valparaiso, Ind. S. J. Brown, J. R. Linton and N. E. Geiger are interested. The capital stock of the company is \$25,000.

Capitalized at \$25,000, the Rosston Grain & Lumber Company has been incorporated at Rosston (mail Lebanon), Ind., to deal in grain, lumber, coal, etc. The directors are: Baxter McBane, C. B. McBane and O. O. Smith.

The grain and lumber business of the Fulton Grain & Lumber Company of Fulton, Ind., has been

sold to the Mayer Grain Company of South Whitley, Ind. The grain company will electrify the plant, install new motor, and make other improvements.

A three-bin, 10,000-bushel elevator is to be erected at Westphalia, Ind., by the Wabash Grain Company. The work is to be done by the Polk-Genung-Polk Company.

CANADA

Eight more concrete tanks which will give additional capacity of 250,000 bushels are to be built for the Quaker Oats Company of Saskatoon, Sask.

The Christian Community of the Universal Brotherhood of Canada is to build a 65,000-bushel elevator and 125-barrel flour mill at Lundbreck, Alta.

The Saskatchewan Co-operative Elevator Company is planning on expending \$300,000 on the erection of 25 new elevators at rural points in Saskatchewan this year.

The contract has been placed by James Stewart of the James Stewart Grain Company of Winnipeg and the Maple Leaf Milling Company for a 1,500,000-bushel elevator.

The contract for the new elevator at Vancouver, B. C., an addition to the Government Elevator, has been let. The wing will increase the capacity of the elevator by 808,000 bushels.

P. Heffelfinger has succeeded C. H. Leaman as manager of the Northern Elevator, Ltd., Winnipeg. During the years 1921 and 1922, Mr. Leaman was president of the Winnipeg Grain Exchange.

The N. Bawlf Terminal Elevator Company of Port Arthur, Ont., has awarded the contract for a new terminal elevator. The elevator will have a capacity of 1,500,000 bushels and will cost \$750,000.

Lawrence S. Carr, who has been for three years Calgary manager of the Vancouver (B. C.) Milling & Grain Company, Ltd., is now in charge of the company's purchasing department at Vancouver.

A railway and vehicular traffic approach is to be built to the Woodward Elevator at Vancouver, B. C., and the contract has been let by the Harbor Board. The elevator will be ready for operation by the end of this year and will have a capacity of 600,000 bushels.

The recently incorporated Kamloops-Vancouver Grain Company, Ltd., is to build a grain elevator at Kamloops, B. C. The plant will be modern in every detail and will be ready for business by the next season. The initial capacity will be 150,000 bushels.

Four new elevators are being built for the Lake of the Woods Milling Company, Ltd. The elevators are at Dominion City, Man., Guernsey, Sask., Climax and Frontier, Sask. The one at Dominion City is under construction; that at Guernsey has been completed; the others are to be built in the near future.

The contract for the new elevator of the Saskatchewan Co-operative Elevator Company to be built at Port Arthur, Ont., has been awarded the Barnett-McQueen Company of Fort William, Ont. The contract calls for additional capacity of 2,000,000 bushels of the public elevator and an addition of 500,000 bushels to the small private elevator of the firm.

MINNESOTA AND WISCONSIN

An interest in the elevator at Owatonna, Minn., has been bought by John M. Gordon.

The elevator of the Northland Elevator Company at Bronson, Minn., has been overhauled.

E. B. Wingate succeeds Frank Mead as manager of the Farmers Elevator at Hamburg, Wis.

Remodeling and general improvements are being done to the elevator of the Farmers Elevator at Emmons, Minn.

T. F. Rowan on May 1 resigned as agent for the Monarch Elevator Company at Graceville, Minn., because of ill health.

A first class feed mill is to be installed by the Acme Grain Company of Chokio, Minn. A. J. Clark is manager of the firm.

Two Fairbanks-Morse Scales have been bought and installed by the Farmers Independent Elevator Company of Ivankhoe, Minn.

E. Blankenburg of Henry, S. D., succeeds Frank Macho as manager of the Springfield, Minn., elevator of the Morgan Grain Company. Mr. Blanken-

burg 25 years ago operated the Bingham Bros. elevator in that city, and for the past 16 years has been conducting a grain and coal business at Henry.

The Ruthton Farmers Elevator at Ruthton, Minn., is to be managed by Johannes Olsen. He was formerly with the Tyler Co-operative Company of Tyler, Minn.

The contract has been let by H. O. Junkman of River Falls, Wis., for a new elevator at Ellsworth. The present plant will be wrecked and the new house built.

The contract has been placed with C. A. Weaver & Co., of Minneapolis, Minn., by the Schuette Elevator Company of Owatonna, Minn., for a 24-inch attrition mill, with motor connections.

Capitalized at \$50,000, the Farmers Co-operative Elevator Company has been incorporated at Okabena, Minn., to conduct a grain elevator and warehouse. John P. Coster, Frank Anderson and Sam Dahl are interested.

The Pacific Elevator at Belview, Minn., is again under the management of D. K. Danielson. Mr. Danielson was active manager of the plant until last summer when he became ill, and since then L. B. Seljevoid, has been in charge.

The business of the Monarch Elevator Company at Willmar, Minn., was discontinued last August and now the elevator which the company once operated there is to be razed. The elevator was built about 25 years ago, and has a capacity of 25,000 bushels.

The property of F. H. Green & Sons, including grain elevator and seed business, at Beloit, Wis., has been sold to the Lutey Bros., of Beloit, dealers in flour, feed, hay, grain and coal. The actual transfer will not take place until August 1. The Lutey Bros. plan to make extensive improvements in their own and the Green plant.

WESTERN

J. D. Manning is the new manager of the elevator at Hysham, Mont. He succeeds C. A. Veiths.

A new dump is being installed in the Farmers Elevator at Amherst, Colo., which is also being remodeled.

A building at Fairfield, Calif., has been leased by Gus Paul in which he will conduct a grain and feed business.

The Northern Grain & Warehouse Company has been incorporated at Pocatello, Idaho, capitalized at \$1,200,000.

The grain elevators at Iliff, and Dover, Colo., were purchased recently by the Colorado Milling & Elevator Company.

Henry Ford is selling out his grain and feed business which he has been conducting at Bellingham, Wash., for 11 years.

The Nebraska-Colorado Grain Company is to improve its elevator at Peetz, Colo., and will close it down while the repairs are being made.

A new 11,000-bushel elevator is to be erected at Pasco, Wash., by the Pasco Milling Company. The contract has been let for the new house.

The Santa Cruz Milling Company has taken over the grain store at Santa Cruz, Calif., of O. A. Childers and will operate it as a city retail branch.

Capitalized at \$10,000, the Andrews Grain Company was incorporated at Ontario, Ore. A. N. Andrews, Rex Marquis and M. S. Nesbit are interested.

Mr. Alair has sold his interest in the elevator at Miles City, Mont., which he operated with Charles Hanson, to Charles Hanson and Ed. Gorde.

A. B. Boling is succeeded as manager of the Pullman, Wash., office of Kerr, Gifford & Co., grain buyers, by C. E. Roberts. Mr. Boling has moved to Colfax.

A feed mill is to be erected at Petaluma, Calif., for Parker & Gordon, grain dealers. It will be equipped with machinery for manufacturing poultry feeds.

C. H. Greve has resigned as manager of the Cottonwood Farmers Union Warehouse, Grangeville, Idaho. He will in the future make his home in California.

E. G. McGraw, M. L. Morrison and Robert B. Kuykendall have incorporated at Fairview, Ore., as the Fairview Grain & Warehouse Company.

The capital stock is \$20,000. The company will conduct a general flour and cereal products business with headquarters at Fairview, Ore.

William Niklas is manager of the Columbia Elevator at Plevna, Mont. He was formerly located at Havelock, N. D., as manager of the Potter Mercantile Store.

Farmers interested in the Farmers Warehouse & Elevator Company of Deary, Idaho, have decided to sell the house in the near future. The house will be run as it is until next August.

Capitalized at \$10,000, the Big Flat Grain Company has been incorporated at Harlem, Mont., to operate a warehouse and grain elevator. L. G. Truesdell and M. L. Johnson are interested.

The farmers are again to operate the elevator of the Farmers Elevator & Supply Company at Sterling, Colo., which for the past two years has been operated by J. P. Rasmussen. S. G. Fosdick is manager.

The Farmers Produce Company's elevator at Big Sandy, Mont., has been purchased by the Greely Elevator Company which has its headquarters at Great Falls, and which has been operating the house under lease the past season. The new owners will make extensive repairs on the house and have it in first class shape for next season.

SOUTHERN AND SOUTHWESTERN

The elevator and flour mill of Powell & Korb at Seabee, Ky., which burned, are to be rebuilt.

The R. L. Heflin, Inc., of Galveston, Texas, has increased its capital stock from \$20,000 to \$50,000.

The capital stock of the Van Hoose-Adams Company of Ashland, Ky., has been increased to \$200,000.

A new corn elevator is to be erected at Kingfisher, Okla., for the Kingfisher Mill & Elevator Company.

The Whaley Mill & Elevator Company of Gainesville, Texas, has increased its capital stock from \$100,000 to \$400,000.

The Ayres-Deloach Grain Company of Plainview, Texas, has changed its name to that of the Ayres Milling & Grain Company.

The capital stock of the Fort Worth Elevator Company of Fort Worth, Texas, has been increased from \$1,000,000 to \$1,500,000.

The Boothe Bros. of Floydada, Texas, are interested in the erection of a grain elevator of 12,000 bushels' capacity at Slaton, Texas.

V. E. Penniwell on May 1 resigned as foreign sales manager of the Oklahoma City Mill & Elevator Company of Oklahoma City, Okla.

The Farmers Elevator at Electra, Texas, has been leased by W. R. Andrews. He will continue to operate the plant under its old name.

C. D. Brown and C. R. Barnes have consolidated their flour and grain businesses at Del Rio, Texas, as the San Felipe Flour & Grain Company.

J. F. Patterson and C. J. Leland of Roswell, N. M., have established a grain business at Lubbock, Texas. They will also conduct a feed business.

A half interest in the Orange Grain Company of Orange, Texas, has been bought by Bruce H. Carter who for several years was manager of the firm.

A. B. Deats, C. M. Carter and others have incorporated at Cleburne, Texas, as the A. B. Deats Grain Company. Its capital stock amounts to \$10,000.

The Terminal Grain Company is interested in the erection of a warehouse to be used for storing grain and bran with a capacity of 200 cars at Fort Worth, Texas.

O. S. Ferguson, W. M. Rogers and Ellis Giles have incorporated at Leonard, Texas, as the W. M. Rogers Grain Company. The firm is capitalized at \$20,000.

C. L. Martin, Roy Quisenbury and J. P. Haley have incorporated at Seymour, Texas, as the Seymour Mill & Grain Company. Its capital stock is \$11,000.

A large warehouse 104x140 feet is being erected at Texarkana, Ark., for the Fouke Grain Company which is owned and operated by Earl & Leon Hauden.

Capitalized at \$12,000, the Downman Grain & Hay Company has been incorporated at Houston, Texas. E. C. Downman, E. A. Behring and A. V. Wood are interested.

The Claude Mill & Elevator Company's property at Claude, Texas, has been bought by M. L. Hughlett. The property was operated for several years by R. D. Baker.

Frank Armstrong is succeeded as office manager for the R. C. Ayres Milling & Grain Company of Plainview, Texas, by C. S. Cunningham, for several years station agent for the Santa Fe at Lockney, Texas.

A modern grain elevator is to be erected at Port Richmond, Va., by the Philadelphia & Reading Railway Company. The elevator will have an initial

capacity of 2,500,000 bushels, but is designed to provide for increasing capacity as occasion warrants. The new elevator will cost approximately \$3,000,000.

The Holdenville Mill & Elevator Company is to erect a grain, feed and flour warehouse at Holdenville, Okla. The company has a small grain mill and elevator there.

W. J. Pickard, S. C. Masters, and S. A. Marshall have filed articles of incorporation at Oklahoma City, Okla., as the Marshall Grain Company. The firm is capitalized at \$10,000.

The grain and corn shelling plant of the Sears Grain Company at Whitewright, Texas, has been traded in by it to J. W. Allen of Gainesville for land in Choctaw County, Oklahoma.

To handle grain, hay, feed, seed, and groceries, the S. B. Mishoe & Co., was incorporated at Lake City, S. C., capitalized at \$20,000. S. B. Mishoe is president and B. Hinnant, secretary and treasurer of the company.

Capitalized at \$45,000, the W. H. Adams Flour & Grain Company, Inc., has been incorporated at Birmingham, Ala. The incorporators are W. H. Adams, W. H. Gray, J. N. Loebe and M. B. Adams.

A terminal elevator costing \$500,000 is to be erected at Enid, Okla., for the Enid Terminal Elevator Association. The elevator will be erected under the provisions of the Cordell State Warehouse Bill.

The Memphis, Tenn., branch of the Marshall Grain Company of Oklahoma City, Okla., has been closed and its manager, W. W. Wright, is now associated with E. E. Anderson, dealer in grain and feedstuffs.

ILLINOIS

Steven & Durbin are succeeded at Decatur, Ill., by the Steven Grain Company.

The Farmers Grain Company is building an addition to its house at Emden, Ill.

The Cuba Co-operative Grain Company at Cuba, Ill., is to be managed by P. C. Wright.

A grain elevator is to be erected at Allen Station (San Jose p. o.), Ill., by John Wiemer.

R. M. Smith is succeeded as agent of the Armour Grain Company's elevator at Oregon, Ill., by D. H. Doeden.

A new grain elevator is to be erected at Williamsville, Ill., for the Elevator Milling Company of Springfield, Ill.

Joe Giles' elevator at Philo, Ill., has been sold by him to the Farmers Elevator Company who will open it and operate.

Repairs are to be made to the plant of the Cairo Elevator Company of Cairo, Ill., and a new foundation is to be put in.

A 30,000-bushel oat storage is being added to the plant of the El Paso Elevator Company at Panola, Ill. The Ballinger Construction Company has the contract.

The old elevator at Argyle, Ill., which has not been in operation for some time is being wrecked by the Ralston Bros. They will operate the new elevator there.

A grain elevator of 60,000 bushels' capacity is to be built at Woodford (mail to Minonk), Ill., by J. A. Simpson, Jr. D. G. Eikenberry of Bloomington has the contract.

The elevator at Kings, Ill., which the Armour Grain Company has been operating, has been sold to the owners of the Farmers Elevator, the White Rock Elevator Company.

An office has been established at Galesburg, Ill., by the Central Grain & Feed Company. A grain and feed business is to be conducted on a brokerage basis there by the company.

The two elevators of J. C. Koehn at Hayes (mail to Tuscola), Ill., have been sold to Ed Collins & Son, owners of elevators at Arthur and Tuscola. W. H. Reader will manage them.

The capital stock of the Hinckley Grain Company of Hinckley, Ill., has been increased from \$14,000 to \$28,000. H. W. Riemensnyder is president and C. W. Riemensnyder, secretary.

A concrete elevator, warehouse, etc., are to be erected at Holmes Landing, Ill., for the Peoria Grain & Barging Company which has offices in Peoria, Springfield, Beardstown and Havana.

Extensive improvements are being made to the house of the Girard Elevator Company of Girard, Ill. The business is now owned by J. J. Shutt & Son, Marshall Shutt being manager.

A charter has been granted the Waverly Mill & Elevator Company of Waverly, Ill., capitalized at \$30,000. The company will deal in farm products, livestock and building materials. The incorporators are Fred E. Deatherage, A. C. Moffet, W. H. Rohrer, L. T. Searles and C. V. Ridgely.

The Western Elevator Company of East St. Louis, Ill., under the management of the Elmore-Schultz Grain Company, has been withdrawn as a "regular" under the rules of the St. Louis Merchants' Ex-

change. All receipts issued by the company up to the present time will be classed as regular for six months.

The Bergeson Elevators at Ashton and Middlebury, Ill., were exchanged for 305 acres of Iowa land owned by Charles W. Rabbit of Amboy. Mr. Bergeson will manage the elevator at Ashton.

The Walton Co-operative Company bought the elevator of the Armour Grain Company at Amboy, Ill., and is wrecking it preparatory to moving it to Walton, Ill., where it will be used in the new elevator.

An 80,000-bushel elevator of cribbed construction is to be erected at Henning, Ill., for the Henning Grain Company. It will be equipped with an Union Iron Works Sheller and Cleaner and an automatic scale.

The Bowen Co-operative Elevator Company has been incorporated at Bowen, Ill., to deal in grain, lumber, implements, etc. The firm, capitalized at \$10,000, was incorporated by William Lessman, John Rand, and Daniel R. Smith.

The Farmers Grain & Coal Company of Mason City, Ill., has let the contract for the erection of a grain elevator of 12,000 bushels' capacity. The Ballinger Construction Company has the contract. The elevator will be located at Teheran, Ill.

IOWA

A 30,000-bushel elevator is to be built at Minden, Iowa, by Louis Ehlers.

A 10,000-bushel elevator is to be erected at Strahan, Iowa, for F. J. Steel.

A grain, feed and seeds business has been opened at Centerville, Iowa, by J. K. Forman.

A 10-bushel automatic scale has been installed by M. H. Spurgeon & Son of Truesdale, Iowa.

Merritt Stark is the new manager of the Corwith Co-operative Elevator Company of Corwith, Iowa.

Improvements have been made to the elevator of the King-Wilder Grain Company at Luton, Iowa.

The elevator of Frank Mullin at Hutchins (Britt p. o.), Iowa, has been given a general overhauling.

The capital stock of the Farmers Grain & Lumber Company of Carroll, Iowa, has been changed to \$50,000.

The elevator of the Turin Elevator Company at Turin, Iowa, which burned in March is to be rebuilt.

William Swift is succeeded as manager of the Farmers Grain Company of Akron, Iowa, by Alvin Manning.

A set of Fairbanks Scales has been purchased by the Farmers Co-operative Grain Company of Greenfield, Iowa.

The Farmers Elevator Company has completed a new grain elevator at Randolph, Iowa. T. A. Rhode is manager.

The Farmers Elevator Company and the Farmers Livestock Shipping Association of Jefferson, Iowa, have consolidated.

Dow, Hale & Lerigo have purchased the elevator at Shelby, Iowa, which for some time has been operated by J. F. Down.

Horace Edmundson of Rockwell City and O. O. Rohrer of Perry have bought the elevator at Gifford, Iowa, and will take immediate possession.

A modern grain elevator is to be built at Early, Iowa, on the site of the elevator owned by the Early Grain Company which was recently destroyed by fire.

Martin Kunkel is president and A. H. Stalzer secretary of the Farmers Co-operative Exchange Company which has been incorporated at Haverhill, Iowa.

Feed grinding machinery is to be installed in the elevator of the W. Young & Co., of Winterset, Iowa. Machinery will be furnished by the Union Iron Works.

For the purpose of handling grain, seed and feed, the Dow, Hale & Lerigo Company was incorporated at Davenport, Iowa. The firm is capitalized at \$12,000.

The elevator of the Farmers Elevator Company at Inwood, Iowa, has been bought by T. E. Moen & Son, who have been operating an elevator there on the C. M. & St. P. R. R.

The contract has been let by the Farmers Elevator Company of Cleghorn, Iowa, for the erection of a 20,000-bushel elevator which will give the company storage capacity of 50,000 bushels.

Improvements and additions are being made to the house of the Farmers Elevator Company of Marion, Iowa. The business has been growing rapidly lately and this necessitated the changes now being made. A new 30-inch Munson Attrition Mill replaces the old 24-inch mill; a new dump is being erected; and two 24x24 coal bins are being installed.

A grain elevator of 20,000 bushels' capacity is to be erected at Ferguson, Iowa, taking the place of the one destroyed by fire on December 17. The company, which was recently organized to succeed the old Farmers Elevator Company, is known as the Ferguson Grain Company with Fred Butler,

president; William Gummert, vice-president; A. S. Cooper, secretary; Fred Lutes, treasurer; and D. A. Miller, manager. The company is capitalized at \$10,000.

A 20,000-bushel corn shelling plant is to be erected at Eldridge, Iowa, for the Farmers Elevator Company. Two old buildings are being wrecked, and will be replaced by the new elevator.

William Swift is now manager of the grain elevator at Galva, Iowa. Mr. Swift was with the Farmers Grain Company of Akron for 10 years, and is succeeded in his position there by Alvin Manning.

The Haubrich Lumber Company has purchased the property of the Farmers Grain & Lumber Company at Mapleton, Iowa, for \$10,125. The farmers company is composed of 40 farmers in and about Mapleton.

A new elevator is to be built at Ogden, Iowa, by William Bakley. Mr. Bakley has been operating a grain storage house there for many years and has enlarged his business so much during this time that the addition is necessary.

Capitalized at \$150,000, the Farmers Co-operative Grain & Lumber Company has been incorporated at Gowrie, Iowa. Anton Byer is president; S. J. Carlson, vice-president, and E. E. Renquist, secretary and A. N. Alnstrand, treasurer of the firm.

OHIO AND MICHIGAN

C. A. Kureth has resigned his position as manager of the Farmer Elevator at Rising Sun, Ohio.

The Green County Grain Company of Bowersville, Ohio, is succeeded in business by Oliver & Oliver.

The elevator of the Palmer & Miller Grain Company at Latty, Ohio, is being managed by Charles M. Howell.

The elevator property of C. T. Hines at Big Springs, Ohio, has been sold to R. S. O'Neil of the same place.

Glen Owen is succeeded as manager of the Bellevue Co-operative Elevator at Bellevue, Mich., by George H. Garms.

The assets of the Albion Farmers Elevator Company of Albion, Mich., are to be turned over to the company's creditors.

The Koch Elevator at McArthur, Ohio, has been purchased by the Farmers Grain Company of Hicksville, Ohio, for \$13,500.

A new elevator is being erected at St. Paris, Ohio, for the Farmers Grain & Food Company and an electric motor is being installed.

The E. M. Ritter & Sons Company of Bellefontaine, Ohio, is succeeded in business there by The Consumers Coal & Hay Company.

A new farmers elevator and warehouse are to be erected at Stanton, Mich. They expect to have the buildings ready for this year's harvest.

The elevator at Butternut, Mich., has been leased by the Carson City Elevator Company. They will operate it in connection with their elevator at Carson City.

A new elevator is to be built at Gordon, Ohio, for the John Smith Company of Arcanum, on the site on which the elevator of Ammon & Son, which burned, stood.

George C. Gerhard, Ralph Head, L. D. May, John C. Stevenson, Wilson L. Dunkle, and Clay Hitler have incorporated at Circleville, Ohio, as the Pickaway Grain Company. The firm is capitalized at \$50,000.

O. P. Davis, G. W. Jeffries, W. R. DeArmond, Fred J. Walthers, Oliver Gillespie and A. Francis have incorporated at Okeana, Ohio, as the Morgan Township Elevator Company. Its capital stock is \$25,000.

Reports are to the effect that the new owners of the Hocking Valley and C. & O. Railroads contemplate erection of new shipping elevator at Toledo, to handle ex-lake grain for export from Toledo to Newport News, Va.

Notice has been given the Hessian Elevator Company of Delphos, Ohio, whose elevator is being operated by F. B. Schmelzer & Son, through John F. Lindemann, trustee in bankruptcy, to raze their elevator within 30 days.

The H. J. Niswonger Elevator property at Arcanum, Ohio, has been bought by S. A. Myers of Greenville, Ohio. Mr. Myers took possession immediately. Mr. Myers was in the grain business at Gettysburg for years and later conducted a hardware business in New Madison.

Work has been completed on the new elevator of the Jewell Grain Company of Jewell, Ohio, which has been built by the Ballinger Construction Company of Bloomington, Ill., at a cost of \$13,500. The elevator has a capacity of 14,000 bushels and is equipped with modern grain handling facilities.

A partnership has been formed at Cincinnati, Ohio, by Will A. Daniel and Sherman Boss under the name of Daniel & Boss Company to handle grain, hay and flour. Mr. Daniel was formerly with

W. A. Daniel Company, brokers of hay, flour and grain; Mr. Boss was formerly manager of the hay department of the Early & Daniel Company.

The West Mansfield Elevator Company of West Mansfield, Ohio, is succeeded in business there by Charles Wooton. The company will handle grain, seeds, flour, feed, coal, salt, etc.

THE DAKOTAS

J. J. Mullaney is repairing and painting his elevator at Canistota, S. D.

The Mina Equity Exchange's elevator at Mina, S. D., is being overhauled.

A new elevator is to be erected at Washburn, N. D., for the Dodge Elevator Company.

The elevator of the Equity Elevator Company at Courtenay, N. D., has been shut down.

An elevator is to be built at Orient, S. D., for the Ree Valley Farmers Co-operative Association.

H. B. Lee is the new manager of the Equity Elevator & Trading Company at Walcott, N. D.

The I. P. Baker Elevator, near Garrison, N. D., known as the Barrows Elevator is to be operated by Mat Beeks.

New coal sheds are being built for the Farmers Grain Company of Devils Lake, N. D., at Starkweather, N. D.

A grain elevator is under course of construction at Logan, a new town in King Township near Napoleon, N. D.

The new State College at Brookings, S. D., is to be equipped with a modern grain elevator. The contract for the house has been let.

Farmers in the neighborhood of Colman, S. D., have formed a co-operative farmers company and will conduct a grain elevator there.

A double distributor is being installed and other improvements are being made to the house of the Farmers Elevator Company at Hecla, S. D.

The elevator of the Hallet-Cary Company of Minneapolis at Tolstoy, S. D., is to be painted and equipped with machinery. Other repairs are also to be made.

The elevator of the Farmers Co-operative Company at Bryant, S. D., which burned a short time ago, is to be replaced with a new house of modern construction.

John McQuillan, Ellen McQuillan and P. A. Nordstrom have incorporated at Sioux Falls, S. D., as the Sioux Falls Grain Company. The firm is capitalized at \$10,000.

The two 25,000-bushel elevators of the Farmers Elevator Company at Fortuna, N. D., are being wrecked and a new 35,000-bushel house is being erected in its place.

A new 25-horsepower gasoline engine has been bought and installed by the Farmers Elevator Company of Sheldon, N. D., to be used in operating the feed mill at the elevator.

Capitalized at \$25,000, The Murray Farmers Grain Company was incorporated at Murray (p. o. Mayville), N. D. Howard Henretta, E. A. Ulland and R. E. Holland are interested.

The W. G. Lee Company has been incorporated at Morristown, S. D., to handle grain, etc. The firm is capitalized at \$6,000. William O'Loughlin, D. E. O'Loughlin and Walter G. Lee are interested in the firm.

A new elevator is being erected at Bridgewater, S. D., on the site of the old Heckenlaible & Wollman elevators which are being torn down. Much of the material of the old elevators will be used in the construction of the new one.

M. J. Cullen purchased the Birdsell Elevator at New Leipzig, N. D., and shortly afterwards sold his interests in the Kary, Paulson, Palemo, Hensler, and New Leipzig Elevators to the Aetna Grain Company of Minneapolis, Minn. Through this deal Mr. Cullen disposes of his North Dakota elevator interests.

MISSOURI, KANSAS AND NEBRASKA

Leo Hayes recently took charge as manager of a grain elevator at Gladstone, Neb.

Sam Douglas' elevator at Barnston, Neb., which burned recently is to be rebuilt.

Capitalized at \$10,000, the Cedar Elevator Company has been incorporated at Cedar, Kan.

An addition is being built to the Farmers Elevator at Carl Junction, Mo., by A. J. Smith.

The elevator of the Weber Grain Company of Lincoln, Kan., is to be managed by W. F. Stearns.

A new warehouse is being erected at Ness City, Kan., for the Farmers Co-operative Grain Company.

The Farmers Elevator at Kearney, Neb., has been sold for \$19,400. The elevator was sold at sheriff's sale.

Additional wheat storage of 100,000 bushels' capacity is to be erected at Ellinwood, Kan., for the Wolf Milling Company. The contract has been let to the Lehrack Contracting & Engineering Company. The addition will consist of six tanks and

two interstice bins. The total wheat storage of the mill will be 250,000 bushels.

The Auxvasse Mill & Elevator at Auxvasse, Mo., has been bought by A. Frank Stephens from Kay Maupin.

The Danneberg Grain & Supply Company has been incorporated, capitalized at \$15,000, at Gaylord, Kan.

A new elevator of 35,000 bushels' capacity is to be erected at Bird City, Kan., for the J. B. Mitchell Grain Company.

Capitalized at \$12,000, the Claudell Farmers Elevator & Shipping Association has been incorporated at Claudell, Kan.

The Saunders Milling Company of Council Grove, Kan., has completed storage facilities of 15,000 bushels' capacity.

The elevator at Ogallala, Neb., formerly operated by the Combine Elevator Company, is now operated by the Pigeon Bros.

Raymond Boyce is succeeded as manager of the Farmers Union Co-operative Company at Herman, Neb., by Ed. Wilson.

The elevator property and equipment of the Farmers Elevator Company at Tecumseh, Neb., has been sold to Walter C. Bouton.

The elevator of Fred Hewitt at King City, Mo., is being remodeled and a 10,000-bushel storage house is being installed.

The Dawson Grain Elevator at Nimburg (mail to Edholm), Neb., has been bought by the J. M. Uridil Grain & Stock Company.

The grain elevator, office, etc., at Garden City, Mo., of Adelbert Leadbetter have been bought by the Breed Milling Company.

The Independent Mill property at Kingman, Kan., has been sold to the Farmers Elevator Company of Brown Spur for \$4,500.

A. Bert is succeeded as manager of the grain department of the Farmers Union at Crete, Neb., by George Dunn of Lincoln.

The property of the McCaull-Webster Elevator Company at Crofton, Neb., has been bought by the Farmers Grain & Stock Company.

A 10-horsepower electric motor has been installed by the Robinson Grain Company of Hunter, Kan., to run the local elevator machinery.

The elevator at Troy, Kan., owned by the Associated Mill & Elevator Company has been bought for \$4,000 by W. D. Whittaker & Son.

The J. H. Teasdale Commission Company has leased the new elevator now being built at St. Louis, Mo., for the Missouri Pacific Railroad.

The Ring & Olson interests in the Elmwood (Neb.) Mill & Elevator Company have been bought by H. H. Boyd and E. Houch of Fremont.

Huber Sellhorst is now associated with the Farmers Grain & Lumber Company of Dodge, Neb. He was formerly with the Dodge Milling Company.

The Farmers Elevator at Kensington, Kan., is to be managed by W. F. Kunze, who succeeds Faye Moberly for two years as manager of the company.

William Van Dohren, Jr., is building a 15,000-bushel elevator at Millard, Neb. The equipment will include an automatic scale, motors, and man-lift.

Samuel Simpson is now manager of the grain elevator at Wakefield, Kan. He was formerly manager of the Farmers Elevator at Brookville, Kan.

A new elevator is being erected at McCracken, Kan., for the Ryan Grain Company and will be equipped with machinery to load a car of wheat in 45 minutes.

An addition is being built to the elevator of the Nye-Schneider Jenks Company at St. Francis, Kan. When completed, the house will have a capacity of 15,000 bushels.

A 15,000-bushel cribbed iron clad elevator with shelling and feed grinding machinery is to be erected at Lovewell, Kan., for the Scoular-Bishop Grain Company.

The Wm. Van Dohren Elevator located at Waterloo, Neb., is being torn down and will be replaced with a new modern structure which will be completed by July 1.

The Kansas Wheat Growers Association will use a new grain elevator of 25,000 bushels' capacity which is being built at Sedgwick, Kan. The elevator will cost \$15,000.

A modern grain elevator of 35,000 bushels' capacity is to be erected at Wood River, Neb., for the T. B. Hord Company. It will replace the one recently destroyed by fire.

A building at Carrollton, Mo., has been leased by the R. V. Seward Grain Company, who will open it as an uptown office and display room. Forest Lentz will be in charge.

The Armour Grain Company is contemplating making extensive improvements on its Santa Fe Elevator "A" at Kansas City, Mo. The elevator has a capacity of 5,500,000 bushels and plans include

the expenditure of \$600,000, and the increasing of unloading capacity of the house from 125 cars to 300 cars.

S. J. Leach is manager of the Farmers Elevator at Salisbury, Mo. He recently sold his business at Humansville.

A grain elevator of 15,000 bushels' capacity is to be erected at Cottonwood Falls, Kan., for the Kansas Flour Mills Company. The company succeeds the Hoffman Mills.

Capitalized at \$10,000, the Farmers Co-operative Elevator Company has been incorporated at Forest Green, Mo. S. C. Gebhardt, F. A. Heiman and W. Wiseman are interested.

A grain elevator with capacity of 28,000 bushels is being erected at Minneapolis, Kan., replacing the old one which has been torn down. It is operated by two 15-horsepower motors.

The Midwest Grain Company of Hutchinson has bought the Riley Elevator at Ford, Kan. W. J. Sanderson of Sterling, Kan., will manage the elevator under the new ownership.

The elevator and coal business of W. E. Robertson at Morrill, Kan., has been sold to Mr. Halcomb of Powhatan. He still retains the small mill which he contemplates putting into operation.

The Ragan Elevator at Valley Falls, Kan., has been leased by the Farmers Grain & Mercantile Company, which is capitalized at \$11,000. The plant will be ready for operation about May 20.

A. Swanson is succeeded as manager of the Farmers Elevator at Pratt, Kan., where he has been for 12 years, by Ralph Harrouff, formerly his assistant. Mr. Swanson has moved to Lyons, Kan.

Capitalized at \$25,000, the Farmers Grain Company has been incorporated at Phillips, Neb. W. T. Dearing, Charles Scherwitz, Edgar F. Otto, August L. Barts, Jr., and C. B. Mabon are interested.

The Hannibal Milling Company of Hannibal, Mo., has let the contract to the Lehrack Contracting & Engineering Company of Kansas City, for the erection of a 30,000-bushel concrete storage house.

The elevator of Fred Siegelin at Sargent, Neb., has been traded in by him for the residence property of Dave Welsh in Sutherland and some land in Kansas. Mr. Welsh will take charge of the elevator.

The elevator at Roca, Neb., formerly owned by the Nebraska Elevator Company is now being operated independently by A. W. Ewing, formerly manager of the Roca Co-operative Grain & Coal Company.

A syndicate composed of H. M. Holloway, E. E. Frizell and H. M. Reed of Larned, Kan., has bought the large terminal elevator of the Associated Mill & Elevator Company of Larned, Kan., which was started but never completed by the original company. It is estimated that it can be completed to 50,000 bushels for \$12,000. The elevator was orig-

inally planned to have capacity of 500,000 bushels. The company was thrown into the hands of a receiver before the plant was completed and the holdings ordered sold.

The contract has been awarded by J. B. Lamb of Dunlap, Kan., for a 12,000-bushel cribbed iron clad elevator. The house will be motor driven and equipped with high speed leg with overflow system.

The elevator at Lathrop, Mo., formerly owned by the Guyton interests, has been bought from S. W. Shoemaker, by C. F. Owens of Lees Summit. The purchase includes the elevator, warehouse, and stock of feeds.

W. T. Dearing, Chas. Scherwitz, Edgar F. Otto, August L. Barts, Jr., and C. B. Mabon have been named as directors of the recently incorporated Farmers Grain Company of Aurora, Neb. Its capital stock is \$25,000.

The Huff Grain Company of Lewis, Kan., is building an 18,000-bushel frame, ironclad elevator at that place. The contract also calls for an office, and modern equipment, including a 10-ton wagon scale, 15-horsepower Fairbanks Type "Z" Engine, Eureka Cleaner, and 5-bushel automatic scale.

Capitalized at \$400,000, the Davis-Nolan-Merrill Grain Company has been granted a charter at Jefferson City, Mo. It will absorb the Ernst-Davis Grain Company and will take over the lease of the Rosenbaum Grain Corporation on the terminal elevator and will do a general grain business.

A new feed grinding plant is being installed in the elevator of the Farmers Co-operative Elevator Company of Hampton, Mo. The equipment will include a 24-inch Unique Mill with two 20-horsepower motors, corn cob crusher, corn sheller, grain cleaner and elevating and conveying machinery.

The elevator and feed plant of the Wilson-Legler Hay & Grain Company of Leavenworth, Kan., has been purchased by George E. Liggett and William A. Cranston who will operate under the name of Cranston-Liggett Grain & Feed Company. Mr. Liggett was for six years in charge of the grain and feed department of the Ransom Coal & Grain Company of Kansas City and Will Cranston was located at Leavenworth where he was in charge of the Wilson-Legler house for five years.

The Frisco Elevators Company of Kansas City, Mo., has gone out of business. The concern was organized in 1917 when the pioneer firms of Brodnax & McIney and John I. Glover were consolidated. The firm has operated the Frisco and the Memphis Elevators with combined storage capacity of 1,000,000 bushels on which the leases are being surrendered to the Frisco Railroad. Mr. Brodnax will probably retire from active business. Charles A. Dayton, vice-president, resigned a few weeks ago to become Kansas City Board of Trade floor representative of J. S. Bache & Co. W. O. Brackett is now associated with another grain firm.

The fire insurance policy had expired last February and had not been renewed, so the loss was complete. The owners will rebuild the house at once.

Pelican Rapids, Minn.—The elevator, warehouse and flour mills of H. E. Frazee were destroyed by fire on May 3. The damage done amounted to about \$75,000.

Auburn, N. Y.—Fire destroyed the George Rao Warehouse together with a large quantity of grain held in storage for the John P. O'Hara Company of Moravia.

Buffalo, N. Y.—A dust explosion on May 8 damaged part of the H-O Mills and caused serious injuries to several workmen. The loss is estimated at \$30,000.

Fort Scott, Kan.—On April 14, the Brooks Company sustained a small damage loss to its grain elevator by fire which originated from some trouble in the motor.

Sandpoint, Idaho.—On March 9 a small damage loss was sustained by the Farmers General Supply Company, Ltd., when fire started in their elevator due to exposure.

Norton, Kan.—Fire on April 30 destroyed the Derby Elevator with its entire contents. The loss is partially covered by insurance. The elevator will be rebuilt at once.

Valley Springs, S. D.—Fire on May 8 destroyed the G. F. Wright Grain Elevator. The fire started in a hot box in the cupola and the loss ensuing is estimated at \$30,000.

Algoma, Wis.—Fire destroyed with a loss of \$11,000, the warehouse of the Farmers Co-operative Elevator Company on April 11. Insurance amounted to \$7,000.

Veteran, Alta.—Fire on April 20 destroyed the elevator and warehouse of the United Grain Growers. Approximately 17,000 bushels of grain and a large quantity of flour were lost.

Clarksville, Mich.—The steam power elevator operated by the Clarksville Co-operative Elevator Company was totally destroyed recently by fire. The cause of the fire is not known.

Danville, Kan.—The Larabee Elevator with 4,000 bushels wheat was destroyed by fire. A car, containing 1,500 bushels of grain was also burned. The building and wheat were covered by insurance.

Chicago, Ill.—The two-story building and elevator occupied by the William Crilly Coal Company and the E. E. Kendall Hay & Feed Company, were destroyed by fire. The loss amounted to \$50,000.

Beresford, S. D.—The elevator and contents of the Beresford Grain Company were totally destroyed by fire on May 8. There were about 10,000 bushels grain in the elevator at the time. The loss is partially covered by insurance.

Kansas City, Mo.—Fire on April 23 destroyed the brick storage building of the F. E. Ransom Coal & Grain Company. Ground feed, hay and straw were in the building. Eight motor trucks were also burned. The loss amounted to \$100,000.

Ord, Neb.—Fire of unknown origin destroyed the elevator of the Weekes Seed Company on April 17. The building was a mass of flames at the time the fire was discovered. The loss amounted to between \$15,000 and \$20,000, with insurance of \$8,000.

Shamrock, Texas.—With a loss of \$20,000, the elevator of the Shamrock Mill & Elevator Company, owned by J. E. Morgan, burned. The origin of the fire is not known. The loss included three cars of grain, 10,000 pounds of flour and 10,000 pounds of feed.

Kenyon, Minn.—On April 13 fire destroyed the R. E. Jones Elevator here. The origin of the fire is unknown. Several thousand bushels of grain and the Jones coal shed were burned. The property was controlled by the Jones Milling Company of Wabasha, Minn.

Matlock, Iowa.—Spontaneous combustion destroyed the grain elevator, coal shed, and feed house of the Farmers Elevator Company on May 6. The elevator contained about two cars of grain and two cars of coal. The loss amounted to \$15,000, partially covered by insurance.

Montague, Mich.—Damages amounting to nearly \$18,000 were done by fire to the Montague Feed Store owned by Joe Walthers of Muskegon. The building housed grain, flour, wheat, beans, etc., valued at \$13,000, the property of the Montague Farmers Co-operative Association.

Walnut, Ill.—The grain elevator here, owned by Former Sheriff Len D. Spaulding, was destroyed with a loss of \$20,000; the loss is practically covered by insurance. The fire is believed to have been started by sparks from a passing engine. The elevator was filled with grain having 20,000 bushels of corn, oats, and rye in storage.

Eau Claire, Wis.—The mill and elevator of the Wisconsin Grain & Cereal Company were burned with a loss of \$100,000. The origin of the fire is unknown. The elevator was a five-story building and contained a large store of grain, oats, rye and wheat. The mill was equipped with modern rye, buckwheat and chicken feed mill machinery. The loss is covered partly by insurance.

FIRES—CASUALTIES

Mears, Mich.—Fire destroyed the Averill & Miller Elevator.

Paris, Ill.—Fire of incendiary origin destroyed the Witt Seed House.

Expanse, Sask.—Fire destroyed the elevator of the McLean Elevator Company recently.

Sharon, Okla.—The elevator of the L. O. Steel Grain Company was seriously damaged by fire on April 9.

Blunt, near Pierre, S. D.—A terrific windstorm wrought havoc with the grain elevator at this place on May 2.

Oaktown, Ind.—The Oaktown Grain Company sustained a very serious loss by fire to their elevator on May 3.

Seattle, Wash.—W. F. John & Co. sustained a small damage loss when their elevator was damaged by fire.

York, Neb.—Fire destroyed with a loss of \$50,000, the elevator of the York Milling Company and three carloads of flour.

Evesham, Sask.—Fire on April 13 destroyed the elevator of the United Grain Growers, together with 11,000 bushels of grain.

Chelsea, S. D.—Fire on April 9 destroyed the elevator operated by the Chelsea Grain Company, together with some grain.

Gilmore, Mo.—Fire destroyed, with a loss of \$12,000, the Farmers Elevator. The loss included 1,300 bushels wheat and other feedstuffs.

Denver, Colo.—On April 29 the warehouse of the F. C. Ayres Mercantile Company was totally destroyed by fire. The contents of the building, including sacked grain, hay and feed, were also destroyed.

The loss amounted to \$25,000, fully covered by insurance.

Detroit, Mich.—The Caughey-Jossman Company, wholesale grain and seed dealers, suffered the loss of their warehouse on April 23, by fire.

Wagoner, Okla.—Fire on April 13 destroyed the elevator and mill of the V. Lamb Milling Company. The amount of insurance is not known.

Westfield, N. Y.—Fire destroyed the large grain storage barn of John McCruden with a loss of \$25,000. The fire was of incendiary origin.

El Reno, Okla.—The elevator of the Farmers Mill & Grain Company was damaged slightly by fire on April 25. The fire was caused by lightning.

Bloomington, Ill.—The Illinois Feed and Elevator Company recently sustained a small damage loss by fire, the cause of which has not been reported.

Aurora, S. D.—The Atlas Elevator, containing 2,000 bushels of grain, was destroyed with a loss of \$15,000. The loss is partly covered by insurance.

Yellow Springs, Ohio.—Fire destroyed with a loss of \$30,000 the National Feed Mills Grain Elevator on May 9. More than 7,000 bushels of grain were burned.

Cruger, Ill.—On April 19, the Cruger Farmers Association sustained a small damage loss by fire when a locomotive spark fell on the roof of the elevator.

Cassopolis, Mich.—With a loss of \$20,000, the Central Grain Elevator was destroyed by fire on April 11. The concrete walls of the building are all that remain.

Clarinda, Iowa.—The Butler & Burleson Elevator burned on April 14. A few hundred bushels of grain and a quantity of coal were destroyed also.

OBITUARY

ADAMS.—Cyrus H. Adams, a retired Chicago Board of Trade man, died at his home in Chicago on May 6, aged 74 years. Mr. Adams retired in 1889 because of ill health.

BARTELL.—Louis E. Bartell died on April 10 at Baltimore, Md. He was for years in the grain, hay and feed business there and was a well known member of the Chamber of Commerce.

BISSELL.—After a long illness, George Perkins Bissell died at Central City, Neb., on April 21. Mr. Bissell had been a resident of Central City since 1892. In that year he became associated with T. B. Hord in the feeding and grain business and was connected with that firm until his death when he held the position of secretary of the T. B. Hord Grain Company; he was also interested in The Hord Company, besides several other Central City businesses. He was a director of the Grain Dealers National Association. Mr. Bissell was 63 years old.

BROOKS.—George W. Brooks died on April 3 aged 67 years. He conducted a feed, flour and implement business at Omro, Wis., for years.

CRUMPTON.—Samuel Crumpton died aged 82 years on April 26 at his home in Superior, Wis. Mr. Crumpton was a prominent retired grain commission broker of Superior, Wis., having retired in 1919 after many years of active service. The grain firm, Crumpton & Greenfield, of which he was a member, was dissolved also in 1919.

DEGENKOLB.—Louis K. Degenkolb died recently at Adams, Mass. He was president of the Hoosac Valley Coal & Grain Company.

DUNLAP.—Joseph M. Dunlap died after an illness of four years, at his home in Franklin, Ind. He had been for more than 50 years a widely known grain dealer there.

ECKERT.—Michael Eckert died on May 7 from a stroke of paralysis. He was manager of the Ash & Ash Elevator of Amsden, Ohio, a position he had held for 30 years.

FRAZIER.—Franklin P. Frazier, president of the Bartlett Frazier Co., died at his home in New York City on May 7, aged 73 years. Further details concerning Mr. Frazier's activities in the grain business are contained in a special article published in another portion of this issue.

FULTON.—On April 19, Robert Fulton died suddenly at his home in Hamlin, Pa. He was a prominent feed dealer of Washington County. Mr. Fulton was 79 years.

GARRETT.—A. C. Garrett was found dead, with a bullet wound in his head, in his office at Disco, Ill. Mr. Garrett was president and manager of the grain elevator there. His widow and one daughter survive him.

HAMMERUD.—Albert H. Hammerud died aged 37 years, at Barnesville, Minn. He was manager of the Farmers Elevator Company of that city at the time of his death.

HANDEL.—Fred W. Handel died suddenly from heart disease on March 31 while at the bedside of his wife. Mr. Handel was interested in a grain elevator at Billings, Mont., with his brother, operating as the Handel Bros. Mr. Handel's wife died a few minutes later from the shock.

HARRINGTON.—C. S. Harrington died at De Witt, Iowa, on April 12. He was a well known grain dealer there.

HASENWINKLE.—Harry J. Hasenwinkle died aged 54 years at Memphis, Tenn., on April 23. He had been for the past 17 years engaged in the grain and feed business there. He went to Memphis, from Bloomington, Ill., where he had also been in the grain business.

HELMS.—Frank Helms, who formerly was manager of the Northstar Elevator Company at Northstar, Mich., died recently.

KILROE.—Eugene P. Kilroe died recently. He was cash grain salesman for the Minnekota Elevator Company at Minneapolis, Minn.

KOLP.—David C. Kolp of the E. R. & D. S. Kolp Grain Company died at his home in Oklahoma City, Okla., on April 14. Mr. Kolp had been in the grain business for many years. His widow, daughter and son survive him.

LEONARD.—After a long illness, Simon Field Leonard died at Pasadena, Calif., on April 23. He was vice-president of the American Seed Trade Association and head and founder of the Leonard Seed Company of Chicago. He resided in Oak Park, a town just west of Chicago.

MCCARTHY.—John F. McCarthy died on April 27 aged 65 years, at Minneapolis, Minn. He was for years one of the leading grain men of Duluth,

Minn., and was president of the Capital Elevator Company of Duluth, and vice-president of the International Elevator Company and of McCarthy Bros. Company. The McCarthy firm was organized in 1890. He served as a director of the Board of Trade for more than 20 years and at one time was its vice-president.

MILLER.—J. R. Miller died suddenly on April 9 following a stroke of apoplexy. He was an Indianapolis, Ind., grain broker. His widow and one daughter survive him.

PERRY.—J. Burnham Perry died suddenly on April 9 at home in Boston, Mass. He was a well-known member of the grain trade of that city and was president of the H. L. Buss Company. He had been with that company for 30 years, and acted as

its president during the past 10 years. He had been a member of the Chamber of Commerce for many years.

MOON.—Edward Moon died from apoplexy. He was for years one of the prominent members of the Memphis, Tenn., grain business. He retired from active business several years ago, his last firm having been Edward Moon & Co.

RIORDAN.—John Riordan of Mason City, Iowa, representative of the Riordan-Martin Grain Company, commission merchants of Chicago, Ill., died after an illness of some time.

TAYLOR.—Edward M. Taylor died aged 84 years at St. Louis, Mo. He was for years in the grain business and was an honorary member of the Merchants Exchange.

WILSON.—Silas S. Wilson died at his home in Redlands, Calif., recently. He resided in Denver for 28 years and was in the feed, fuel and express business in Englewood, a suburb of Denver, for many years. His widow, two daughters, and one son survive him.

WRIGHT.—William H. Wright died recently from pneumonia. He was at one time manager of the Empire Feed & Fuel Company of Denver, Colo.

COAL

The Farmers Elevator of Dunnell, Minn., has its new coal shed nearly completed and ready for use.

A new coal storage plant is being erected at Starkweather, N. D., by the Farmers Grain Company.

Extensive improvements are being made to the storage plant of the Hudson Grain & Coal Company at Hudson, Ill.

The storage plant of the Western Grain & Coal Company at Winona, Minn., which burned in January, is to be rebuilt.

The Roca Co-operative Grain & Coal Company operating for some time at Roca, Neb., has been dissolved. The business is being operated by the Keel Bros.

The Shepperd Grain Company's business at Blytheville, Ark., was bought by J. W. Adams and J. H. Webb who will operate as the Blytheville Feed & Coal Company.

Capitalized at \$30,000, the Lake County Fuel & Supply Company has been incorporated at Waukegan, Ill. H. W. Miltimore, John Bjerrstedt, N. Larsen, David T. and Lucille Webb are interested.

To handle grain, flour and fuel, the J. H. Hanson & Son Company was incorporated at Calais, Maine, capitalized at \$10,000. The directors are James H. Hanson, Daniel J. Hanson and William F. Hanson.

COAL MOVEMENT STUDIED

A study of the movement of coal cars between the mines and the consumer is being made by Federal Fuel Distributor F. R. Wadleigh. The work is under the direction of E. A. Blake, former general superintendent of the Norfolk & Western Railroad. Mine ratings and car distribution are not included in the study. Secretary of Commerce Hoover has urged the investigation.

PERPLEXITIES IN THE COAL SITUATION

"The season is at hand when contracts for coal are usually drawn," says a well-posted coal authority of Chicago, in a recent presentation of the coal situation, "yet buyers and sellers are perplexed. Two points only seem at all clear. They are:

"The demand for coal will be much larger this year than in the last two years.

"The mines, as a whole, will be able easily to produce what coal is needed.

"Thus the buyers are sure of their needs. The coal industry is sure of its gross productive capacity.

"The points in dispute are:

"First—Can the railroads carry the coal that is produced to the point where it is to be used?

"Second—Will the mines which sell the coal be able to deliver it, or will they be hindered by local strikes and embargoes?"

AIMS OF THE COAL COMMISSION

The United States Coal Commission, according to close students of the coal situation, is not going to recommend that all the mines be unionized. It is after a plan that will automatically close the poor mines, which will cut down the surplus number of miners, which will permit the lowering of wages by guaranteeing 300 days' work a year and thus raise the annual wage to an entirely satisfactory basis and, of course, run the mines practically full time

so that the cost of the idle investment may be decreased.

The Commission further wants to see enough capital put into mining, says one authority, to have the best methods adopted and a system of distribution from mine to user with the least waste. They think that with the proper storage of coal, and a real inducement to consumers to buy in the off seasons, they can be stabilized and this will cut the price of coal at least in two. And also it will solve the car problem. They know that the public is paying too much for coal and that the miners, operators, and distributors are none of them making enough money to put the industry on a proper basis. The commission rather feels that if waste in the industry be cut down all other problems will take care of themselves.

COAL MERGERS SUGGESTED

Samuel Crowther, writing in a recent issue of *Collier's Weekly*, in an article entitled "What About Next Winter's Coal?" suggests consolidation of coal interests, and declares it is not impossible that the United States Coal Commission will recognize the need for mergers, even setting aside the Sherman Law so far as coal is concerned.

"The suggestion may seem revolutionary," the article states. "We are so accustomed to thinking in the old terms that we take for granted a commission will recommend breaking down something. If this commission suggests helping private capital to build up for the benefit of the public it serves and for the workers who serve it, as well as for its own benefit, it will have officially opened the new era in industry."

The article declares the coal commission will not recommend nationalization. It adds that the commission cannot see a solution in nationalization, for that would only mean the nation buying a great many poor mines and then having political pressure brought to operate them for the jobs. Mr. Crowther states the miners do not want nationalization.

In urging consolidations it is pointed out that while the theory and practice in every other industry have been turned and over-turned to such an extent within the last 30 or 40 years that the factory of 1923 would hardly recognize the factory of 1890. "In the same time the coal brains have stood still," it is declared. "The wastes which did not matter in 1890 are the difference between success and failure today. The brains of 1890 are trying to settle 1923 problems along 1890 lines, and of course the result is just a mess.

"But this condition has not been willingly brought about by either the operators or the miners. During the early period of consolidation in industry in the late Nineties attempts were made to combine in the bituminous regions, but they were not very skillful attempts and they failed, as did many of the combinations of that boom period.

"Then came the Sherman Law prosecutions and coal was pursued most bitterly. Since then it has been continually pursued, and as a result no one has had the hardihood to attempt a big consolidation which would control enough mines to take the position of the United States Steel Corporation in steel. Consequently we have had the full benefit of competition. We have had every variety of waste and duplication in mining and distribution. We have no company with a trade sufficient to call to its aid the best business brains.

"Most years have been lean years and consequent-

ly there have been no great accumulations of capital out of which to build improvements in method and organization. No one has made any money, excepting during the last few years, and with all the profiteering of these years hardly anyone in the industry has received a living wage over a 10-year period. They have just grabbed off hunks of cash now and again."

"THE COAL BARON IS A MYTH"

"The condition of the coal industry today," says a well-known publicist in a recent article in one of the popular magazines, "is a result of disorganization brought about almost entirely by an unsound political policy—an unthinking, blithering, catch-

vote policy. We have by legislation aided nature in making jackals out of the operators and miners and everyone else connected with the industry.

"It is a cutthroat industry in which competition is exceedingly fierce. And more than that, it is an industry of little men. There are no big men, and there are no big companies. The coal baron is a myth. The very largest of the coal companies will not compare with a small subsidiary of the United States Steel Corporation, much less with the corporation itself. There has never been a Rockefeller, or a Carnegie or a Gary in coal, and although big companies have from time to time been projected, they were either conceived in the old monopolistic spirit or else they were just stockjobbing affairs."

tem protecting the shippers as well as the consignees. Some of the largest shippers and international insurers of grain cargoes state that the variations of overages and shortages in cargoes from Montreal were not much different from those at such grain exporting ports as Boston, New York, and Baltimore. The general view is that there are both overages and shortages but only the latter are heard about, and all are willing for a thorough investigation.

REVENUE FREIGHT LOADING

Revenue freight loading the week ended April 28 totaled 963,694 cars, an increase of 5,951 cars over the preceding week, according to the weekly report of the car service division of the American Railway Association. Loading of merchandise, L. C. L., and miscellaneous freight totaled 597,823 cars, which was 99.2 per cent of the highest loading for those classes of record. Loading in the corresponding weeks of 1922 and 1921 totaled 751,111 and 721,084 cars, respectively.

The loading in the week ended April 28 and in the corresponding week of 1922 follows: Total, all roads: Grain and grain products, 36,922 and 36,198; livestock, 31,703 and 30,198; coal, 180,127 and 75,389; coke, 15,729 and 8,020; forest products, 77,255 and 58,870; ore, 24,135 and 13,890; merchandise, L. C. L., 241,388 and 242,165; miscellaneous, 356,435 and 286,381; total, 1922, 963,694; 1921, 751,111; 1921, 721,084. Loading for a period of approximately four months ending April 28 totaled 15,094,386 cars as compared with 12,764,553 in 1922 and 11,838,647 in 1921.

CONFERENCE ON GRAIN RATES

A conference of representatives of the primary grain markets to discuss going before the Commission in reference to grain rates breaking on primary market points will be held at St. Louis May 23. The decision to hold the conference followed the hearing at Sioux City in I. & S. 1792, May 9 and 10, and the decision of the Commission on I. & S. 1695. In the latter decision the Commission condemned as not justified the increased rates sought by the carriers which were, in effect, combinations on market points. This action representatives of the carriers believe to be somewhat contrary to past decisions and to have been due to their failure to present to the Commission adequate proof of the reasonableness of such rates. The attempt was, therefore, made at the Sioux City hearing (I. & S. 1792) to justify the rates in breaking on market points and to prove combination rates on such points reasonable. Representatives of chambers of commerce from Chicago, Milwaukee, St. Louis, Cairo, and Omaha appeared at Sioux City in support of the carriers' position. The St. Louis conference will be an attempt to clarify the contention of the carriers for further hearings. Among other similar cases now pending before the Commission is I. & S. 1786.

DOMESTIC RATES TO PACIFIC COAST

The complaint of the Board of Railroad Commissioners of the State of Montana relative to the Montana export rate on wheat and flour were heard in Helena, Mont., May 8, and at Seattle on May 12. In October, 1922, the transcontinental lines established rates on wheat and flour from the western half of Montana to North Pacific Coast points, for export to foreign countries and to the Philippines and Hawaiian Islands, 7 cents per hundred lower than the domestic rates. The Montana Railroad Commissioners now ask that the carriers be ordered to establish grain rates from Montana, east and west-bound, in domestic commerce, not higher than the export rates, to apply to wheat and coarse grains and their products.

RAILROAD PROSPERITY PREDICTED

On the basis of telegraphic reports from the nation's railways, Julius H. Parmelee, director of the Bureau of Railways Economics, predicted an era of prosperity for the railroads for the coming years. Net operating incomes increased \$145,000,000 during last year, Mr. Parmelee said, and represented a return of 4.05 per cent on the valuation fixed by the Interstate Commerce Commission. In 1921, the rate was 3.3 per cent, while the previous year it was a small fraction of 1 per cent. Gross revenue was greater than in 1921, by \$30,000,000, he said, while operating expenses have been reduced nearly \$140,000,000. Taxes were the heaviest on record, being \$20,000,000 greater than in 1921 and reaching nearly \$300,000,000.

GRAIN MINIMA HEARINGS IN PROGRESS

A committee composed of members of the Central Freight Association, New England Freight Association, Southwestern Freight Bureau, Southern Freight Association, Transcontinental Freight Bureau, Trunk Line Association, and Western Trunk Line Committee, organized under the name of the National Committee on Minimum Weights on Grain and Grain Products, are holding a series of hearings, during April and May, on a number of questions concerning grain minima and loadings.

The subjects to be considered are: Overloading cars, actual weight grain, clean out rule, mixed carloads, grain products and cereal food preparations, minimum weights on transit shipments, and revision of grain and grain products minimum list. Hearings have been or will be held in Chicago, April 24 and 25; in Atlanta, Ga., April 27; in Dallas, Texas, April 30; in Denver, Colo., May 22; and in Salt Lake City, Utah, May 25.

NORTHERN PACIFIC RATES DISAPPROVED

The Commission, in a report on I. and S. 1680, Grain and Grain Products between stations on the Northern Pacific in Idaho and North Pacific Coast Terminals, opinion No. 8217, 77 I. C. C. 225-7, has found not justified proposed increased rates on grain and grain products, from stations on the Northern Pacific's Clearwater branch south of Orofino, Idaho, to north Pacific Coast terminals. The schedules are ordered to be cancelled within a reasonable time.

Twenty-two years ago, to forestall threatened competition on the Clearwater and Snake Rivers, the Northern Pacific blanketed the rates on grain and grain products from stations on the Southern 29 miles of the 62-mile branch, with Arrow, the junction point of the branch line. In 1922 shippers directed attention to it, the report of the Commission said, by asking rates on dried beans, from Orofino, the same as from the junction point. The Northern Pacific reduced the rates on dried beans, but not to the level of the rates from the junction point. That application drew attention to the adjustment made in 1901, with the result that the Northern Pacific proposed to increase rates from the half of the branch line nearest the junction 2 cents above the junction point rates. There had

never been competition by boats on the Clearwater River, it was found. The suspended schedules also proposed to increase the rates to Spokane, but the carrier said the proposal respecting Spokane was an error and made no effort to justify it.

Commissioner Hall dissented, saying the adjustment proposed was similar to that maintained by the Northern Pacific from other branch line points. The Commission, in its report, said it was not unusual for the Northern Pacific to blanket its rates on grain over certain districts as had been done in this instance. Mr. Hall said he did not consider the ton-mile of 12 mills which would be the earnings for the entire service on the proposed rates excessive.

CANADIAN GRAIN SHORTAGES

The Liverpool Corn Trade Association has been making complaints to the Canadian Government of shortage in shipments of grain from the port of Montreal, and a special commissioner will be appointed to investigate. A preliminary inquiry led the Government to state that the charge could not be substantiated, but the Liverpool Association persisted in its charges. It is reported that traders overseas allege that a shortage of 2,700 bushels was found in one cargo.

Montreal grain men are anxious to see the inquiry pushed, although they state that the grain men had nothing to gain from shortages, as they simply handle the grain for export on railway waybills and elevator receipts.

The practice is to make a general allowance of about $\frac{3}{8}$ of 1 per cent on weighing for shipment, while if grain on arriving in British ports is more than 1 per cent short, shippers have to make good, which is generally done through an insurance sys-

HAY, STRAW AND FEED

FETERITA AS A MONEY CROP

In years of considerable wheat failures, the farmers who have suffered must replant the abandoned acreage to a money crop where possible, and naturally are anxious to pick out the one with the greatest possibilities. G. H. Vreeland, of Dodge City, Kan., who farms about 1,400 acres through tenants in southwestern Kansas has found feterita to be an excellent money crop, raising as much as 40 bushels to the acre and selling for \$1 per bushel and better.

DECREASE IN KANSAS ALFALFA ACREAGE

Heavy reduction in the Alfalfa acreage is causing considerable concern in Kansas. Last year there was a decrease of 154,110 acres, and there has been a steady decrease of 45,000 acres per year for the last five years. Secretary Mohler of the Kansas State Board of Agriculture attributes the decrease in 1921 to the late freezes and the ravages of the pea aphid. Ever since 1911 Kansas has had more than a million acres in Alfalfa and has ranked first among the states in its production until last year, when the acreage was less than at any time in the past decade. The value of the Kansas Alfalfa crop has averaged approximately \$50,000,000 per year for the five-year period ending 1921, but the crop of 1922 showed a value of only \$23,000,000.

"YELLOWING" IN ALFALFA

"Yellowing" is one of the most serious troubles of the Alfalfa grower. In the East, says the United States Department of Agriculture, it is responsible for a greater reduction in yield every year than

any of the diseases or insects. In the past few years it has been observed in the West, but in the rest of the country it has been known almost as long as the crop has been grown on a commercial scale.

Although the cause of "yellowing" has never been definitely determined, it has been attributed to a number of unfavorable conditions. In some cases it has been thought that soil conditions were responsible, as the same symptoms occur in the absence of sufficient lime, plant food, or drainage. But it also occurs where all these conditions are favorable, as is shown by the quick recovery of the plants after the old growth has been cut. When the cause is lack of lime, food, or drainage the plants die soon after cutting. The treatment recommended for "yellowing" is cutting of the fields regardless of the stage of development of the plants. The new growth generally comes along normally.

FEDERAL INSPECTION FOR ALL CHICAGO HAY

Federal inspection of all hay arriving in Chicago for members of the Chicago Hay Exchange is provided for in an agreement made with the United States Department of Agriculture. The Chicago Hay Exchange was one of the first organizations in the country to have Federal inspection. The original arrangements provided only for inspection when requested by dealers but the service has proved so satisfactory that the Exchange considered it advisable to have all hay inspected hereafter.

The work will involve inspection of 9,000 to 10,000 cars of hay annually, the Department of Agriculture estimates. Some reduction in fees charged for inspection will also be possible on ac-

month. The fact is buyers have been led to keep out of the market as much as possible because receipts have been surprisingly small and particularly for choice No. 1 Long Rye Straw from this state. Seemingly the quantity available in the interior for shipment to this market was uncommonly meager, and therefore the price was almost invariably held above buyers' views. Occasionally late in April, owners of high class horses for private use or racing were compelled to pay as high as \$32 but afterwards they were able to secure supplies at \$30 to \$31. In the meantime they were able to buy good lots from Jersey, alleged No. 1, at about \$1 per ton less. While this straw is of moderately good quality it is not so desirable for carriage or race horses.

NEW FEED BRANDS

"PILLSBURY FANCY MIXED FEED" mixed feed. Pillsbury Flour Mills Company, Minneapolis, Minn. Filed December 15, 1922. Serial No. 173,376. Published and registered April 24, 1923.

"BLUE BIRD BRANDS" poultry foods. Walter B. Black, Hoopeston, Ill. Filed October 16, 1922. Serial No. 170,750. Published May 1, 1923.

"GEE-BEE" horse feed, dairy feed, hen feed, chick feed, egg mash, Alfalfa-molasses feed, hog feed, sheep feed, chicken fattener, and cattle fattener. Grain Belt Mills Company, South St. Joseph, Mo. Filed November 17, 1922. Serial No. 172,154. Published May 1, 1923.

"OIL-CO" hen scratch, chick scratch, laying mash, dairy feed and horse feed. Owensboro Milling Company, Owensboro, Ky. Filed October 18, 1922. Serial No. 170,895. Published May 1, 1923.

"PULL-EASY" horse and mule feed. The Sturges Company, Meridian, Miss. Filed August 10, 1922. Serial No. 168,079. Published May 1, 1923.

"FAIR PLAY" poultry feed, scratch feed, chicken feed, hog feed, dairy feed, horse feed, calf meal,



egg mash, chop feed, and growing mash. Thomas-Boyce Direct Feed Company, Attica, N. Y. Filed June 22, 1922. Serial No. 165,895. Published May 1, 1923.

"CHICATINE" poultry feed. Tioga Mill & Elevator Company, Waverly, N. Y. Filed December 21, 1922. Serial No. 173,687. Published May 8, 1923.

"JERSEY DAIRY MASH" poultry and stock food. Maritime Milling Company, Inc., New York, N. Y. Filed November 27, 1922. Serial No. 172,604. Registered and published May 8, 1923.

"GUBERNUT" stock feed. Southern Oil & Feed Mills, Inc., Petersburg, Va. Filed September 29, 1922. Serial No. 170,100. Registered and published May 8, 1923.

"STARTENA" poultry feed. Ralston Purina Company, St. Louis, Mo. Filed December 22, 1922. Serial No. 173,722. Published May 8, 1923.

"COCK O'THE WALK" poultry feed. The Ansted & Burk Company, Springfield, Ohio. Filed November 10, 1922. Serial No. 171,783. Published May 8, 1923.

Feed Trademarks Registered

165,092. Scratch feed, poultry mash, chick feed, poultry feed, horse feed, mule feed, dairy feed, hog feed, cornmeal and corn feed meal. Carolina Milling Company, Inc., Dillon, S. C. Filed November 5, 1921. Serial No. 155,048. Published November 7, 1922. Registered March 6, 1923.

165,009. Stock and poultry feeds. American Linseed Company, New York, N. Y. Filed March 30, 1922. Serial No. 161,477. Published November 28, 1922. Registered March 6, 1923.

165,141. Mixed feed for animals composed of a combination of grains, cottonseed meal and other ingredients. The Buckeye Cotton Oil Company, Cincinnati, Ohio. Filed June 27, 1921. Serial No. 149,677. Published November 7, 1922. Registered March 6, 1923.

165,271. Horse and cattle feed. Pease & Dwyer Company, Memphis, Tenn. Filed February 8, 1922. Serial No. 159,051. Published October 17, 1922. Registered March 6, 1923.

165,273. Poultry feed. Omaha Alfalfa Milling Company, Omaha, Neb. Filed February 3, 1922. Serial No. 158,833. Published November 7, 1922. Registered March 6, 1923.

165,381. Dairy feed, scratch feed, horse and mule feed, and hog feed. John M. Wilson, doing business as Meridian Grain & Elevator Company, Merid-

ian, Miss. Filed February 27, 1922. Serial No. 159,906. Published November 7, 1923. Registered March 6, 1923.

165,378. Horse and mule feed. Golden Grain Milling Company, East St. Louis, Ill. Filed March 4, 1922. Serial No. 160,187. Published November 7, 1922. Registered March 6, 1923.

165,423. Dairy feed. Gulfport Grocery Company, Gulfport, Miss. Filed November 26, 1921. Serial No. 155,960. Published November 14, 1922. Registered March 6, 1923.

165,424. Horse feed, hog feed, fowl feed and dairy feed. Allfeed Milling Company, Nashville, Tenn. Filed November 29, 1921. Serial No. 156,043. Published November 7, 1922. Registered March 6, 1923.

165,425. Horse feed. Omaha Alfalfa Milling Company, Omaha, Neb. Filed November 30, 1921. Serial No. 156,107. Published October 17, 1922. Registered March 6, 1923.

165,970. Animal feed, poultry feeds, etc. Schreiber Flour & Cereal Company, Kansas City, Mo. Filed February 27, 1922. Serial No. 159,890. Published November 7, 1922. Registered March 27, 1923.

167,022. Stock feed, more specifically wheat feed. Modern Flour Mills, Macon, Ga. Filed April 11, 1922. Serial No. 162,128. Published December 12, 1922. Registered April 24, 1923.

167,060. Poultry food. The Standard Lime & Stone Company, Martinsburg, W. Va., and Baltimore, Md. Filed March 7, 1922. Serial No. 160,305. Published February 6, 1923. Registered April 24, 1923.

167,145. Food for certain named animals. Pratt Food Company, Philadelphia, Pa. Filed December 6, 1921. Serial No. 156,339. Published December 19, 1922. Registered April 24, 1923.

167,147. Stock feed, poultry feed, and chick feed. Ballard & Ballard Company, Louisville, Ky. Filed November 30, 1921. Serial No. 156,074. Published December 26, 1922. Registered April 24, 1923.

167,185. Potatoes and dairy feeds. South Jersey Farmers Exchange, Woodstown, N. J. Filed April 26, 1922. Serial No. 162,960. Published January 2, 1923. Registered April 24, 1923.

167,189. Poultry feed. Quisenberry Feed Manufacturing Company, Kansas City, Mo. Filed January 19, 1922. Serial No. 158,143. Published December 26, 1922. Registered April 24, 1923.

167,190. Poultry feed. Quisenberry Feed Manufacturing Company, Kansas City, Mo. Filed January 19, 1922. Serial No. 158,144. Published November 7, 1922. Registered April 24, 1923.

167,191. Poultry feed, buttermilk laying mash. Quisenberry Feed Manufacturing Company, Kansas City, Mo. Filed January 19, 1922. Serial No. 158,145. Published January 2, 1923. Registered April 24, 1923.

167,193. Scratch feed. Lawrenceburg Roller Mills Company, Lawrenceburg, Ind. Filed April 17, 1922. Serial No. 162,423. Published December 12, 1922. Registered April 24, 1923.

167,211. Feed for chickens. Merchants Supply Company, Beatrice, Neb. Filed June 6, 1922. Serial No. 165,088. Published December 19, 1922. Registered April 24, 1923.

167,238. Mixed horse and mule feed. Golden Grain Milling Company, East St. Louis, Ill. Filed February 17, 1922. Serial No. 159,462. Published January 30, 1923. Registered April 24, 1923.

167,277. Scratch feed, calf feed, dairy feed, horse feed, hog feed. R. E. Jones Company, Wabasha, Minn. Filed July 14, 1921. Serial No. 150,361. Published December 26, 1922. Registered April 24, 1923.

167,278. Stock and poultry feed. M. C. Peters Mill Company, Omaha, Neb. Filed July 1, 1921. Serial No. 149,929. Published January 30, 1923. Registered April 24, 1923.

167,385. Bird and poultry feeds. The H-O Cereal Company, Inc., Buffalo, N. Y. Filed May 29, 1922. Serial No. 164,643. Published January 30, 1923. Registered May 1, 1923.

167,393. Dairy and stock feed. Commercial Solvent Corporation, New York, N. Y. Filed May 20, 1922. Serial No. 164,156. Published December 19, 1922. Registered May 1, 1923.

167,415. Dairy feed. Ralston Purina Company, St. Louis, Mo. Filed August 28, 1922. Serial No. 168,787. Published January 16, 1923. Registered May 1, 1923.

167,552. Mixed feed manufactured from Kaffir corn, milo maize and wheat bran. Great West Mill & Elevator Company, Amarillo, Texas. Filed June 19, 1922. Serial No. 165,680. Published December 12, 1922. Registered May 1, 1923.

167,888. Feed for oxen. The Sturges Company, Meridian, Miss. Filed August 10, 1922. Serial No. 168,076. Published February 6, 1923. Registered May 8, 1923.

167,889. Horse and mule feed, cow feed, cattle feed and poultry feed. The Sturges Company, Meridian, Miss. Filed August 10, 1922. Serial No. 168,077. Published February 6, 1923. Registered May 8, 1923.

The Hess Feed Store at Hutchinson, Kan., has been purchased by the West Side Mills Company of Wichita. F. H. and Verne H. Kellogg, owners of the West Side Mills, are also owners of the Kellogg Bros. Feed Company of Wichita.

A large storage plant is being erected at Kenton, Ohio, by Carl M. Baker, a wholesale flour and feed dealer of that city.

The Dadmun-LaBudde Company of Milwaukee, is erecting a two-story feed warehouse, 90x120 feet, at North Milwaukee, Wis.

The stock and feed business of the Decatur Flour & Feed Company at Decatur, Ark., has been bought by Edmiston & Peek.

The Rainier Valley Feed Store at Seattle, Wash., has been taken over from John Scott by George Smith and O. E. Freed.

A third interest in the feed and grocery business of J. C. Shaw at Wilburton, Okla., has been purchased by B. T. Johnson.

The feed business which W. F. Jones has been conducting at Higbee, Mo., has been sold to the Higbee Co-operative Association.

The wholesale and retail business of the Brown Feed & Grocery Company at Des Arc, Ark., has been purchased by E. B. Garland.

George Rothlisberg has opened a feed and flour department at Merrill, Wis., and has taken over an adjoining building for this purpose.

A new feed and seed store has been opened at Inglewood, Calif., by J. W. Collins & Son. The company carries a complete line of seeds, etc.

D. A. Quinn is now sales manager for the J. J. Badenoch Company of Chicago, Ill. He was for a short time advertising manager of the company.

F. W. Breed, Leslie Harman and R. M. Adams have incorporated at Puyallup, Wash., as the Valley Feed Company. The firms capitalized at \$15,000.

It has been reported that Lloyd Stevens will discontinue the feed business at Fort Jervis, N. Y., which he recently took over from Stevens & Shaw.

The feed and flour store of Mrs. A. Struble, at Plymouth, Neb., has been purchased by T. H. Nielson. He will conduct the business along the same lines.

Remodeling is being done to the Orland Alfalfa Mill, Orland, Calif. The conveyors will be enlarged, scale house moved, and new sacking equipment installed.

The feed business of Wm. Forster & Son at Royal Oak, Mich., has been bought by Louis A. Pringnitz. The business will be conducted under the old name.

Otto F. Beckman has opened a new feed and fuel business at Lodi, Calif., and has taken over the warehouse and mill of Beckman, Welch & Thompson Company.

Capitalized at \$25,000, the Greenville Flour & Feed Company has been incorporated at Greenville, S. C. C. P. Pelham and Luna G. Pelham are the incorporators.

Maxwell M. Nowak is to have personal supervision of his feed mill at Hammond, Ind. He was for years one of the leading grain and feed mill men of Buffalo, N. Y.

A building costing \$25,000 is to be erected at Wheeling, W. Va., for C. H. Becker to be used as a feed and flour warehouse. Dairy feeds are a feature of the business.

Russell L. Shuman, P. H. Shuman and W. B. Linville are named as the incorporators of the Bloomsburg Flour & Feed Company of Bloomsburg, Pa. The firm is capitalized at \$30,000.

The capacity of the feed department of the American Linseed Company of Minneapolis, Minn., is being doubled. The contract for the machinery is in the hands of C. A. Weaver & Co.

A feed and flour brokerage business is to be conducted at St. Louis, Mo., by Edward C. Andrews, Jr., who recently resigned as general manager of the Mayflower Mills, Fort Wayne, Ind.

A new Alfalfa mill has been installed at Butte, Mont., for the Dorsh & Greenfield Company. Later two more mills will be placed in operation for the purpose of mixing and grading feeds.

The interest of George Aiken in the Caldwell Feed & Supply Company of Tujunga, Calif., has been bought by J. A. Caldwell. The Tujunga branch of the San Fernando Feed Company was bought by Mr. Caldwell also.

The Embleton Company has been incorporated to conduct a wholesale feed and vegetable oil business at Buffalo, N. Y. Its capital stock is \$20,000. William R. Embleton will be manager and will be located at 229 Chamber of Commerce Building, after May 1.

An office has been opened at 22 Old Chamber of Commerce, Minneapolis, Minn., by the Terminal Feed Corporation, dealers in feedstuffs. S. N. Osgood is president of the company. He was formerly manager of the Commercial Feed Company of Minneapolis.

The Ross-Moore Company of Memphis, Tenn., has been purchased by Walter Brown who until recently was president and manager of the Brown-Pearson Cash Stores of Little Rock, Ark. The property included a warehouse and several stores which will be operated as Brown's Feed Stores.

count of the large volume of business handled, it is announced. H. H. Whiteside, the present Federal Hay Inspector, will continue as Chief Inspector, and arrangements are being made for an additional inspector. The inspectors will be licensed by the United States Department of Agriculture and will be located at the offices of the Bureau of Agricultural Economics at 139 North Clark street.

INFECTED HAY ORDERED DESTROYED

Drastic measures are being taken by Washington state authorities to enforce the quarantine against Alfalfa hay from weevil-infected districts of Idaho. E. L. French, director of the Washington Department of Agriculture, gave orders to burn two carloads of Alfalfa discovered and detained at Spokane, which were sent in violation of quarantine order. The Washington authorities sent the following message to the commissioner of agriculture at Boise, Idaho: "For some time Alfalfa hay from the restricted district covered by quarantine has been moving into and through this state. We are taking steps to destroy all Alfalfa found being moved contrary to law. Kindly take note that this will be our policy on all these shipments."

VERMONT FEEDINGSTUFFS LAW AMENDED

At the recent session of Vermont General Assembly the state feedingstuffs law was amended, according to the following advices from J. L. Hills, Director Vermont Agricultural Experiment Station, Burlington, Vt.:

The General Assembly of the State of Vermont at its recent session so amended the feedingstuffs law as to require annual registration of all brands sold, offered or exposed for sale, annual license fee (\$20 per brand) payable in the first instance in June 1923, or as soon as may be thereafter, and in 1924 and succeeding years in January. The amendment follows the phraseology and form of the so-called uniform feed law, as does indeed the original enactment.

The law covers all concentrated commercial feeding stuffs other than hay and straw, the whole seed and unmixed meals made directly from the entire grains of wheat, rye, barley, oats, Indian corn, buckwheat, Indian wheat and broom corn and pure grains ground together.

The usual net weight, brand name, manufacturer's name and address, protein, fat and fiber guarantees and specific name of each ingredient statements are necessary. The proposed so-called "uniform labels" may be used.

The so-called "uniform registration" blank will be used and may be secured at any time after June 1 from Director Vermont Agricultural Experiment Station, Burlington, Vt., to whom inquiries should be addressed.

The Uniform Registration Blank referred to is that drafted by a committee appointed by Association of Feed Control Officials.

WEED ENEMIES OF ALFALFA

Weeds are, perhaps, the greatest enemy of the Alfalfa crop, says the United States Department of Agriculture. Dodder, which acts as a parasite on Alfalfa plants, is very objectionable in seed-producing districts. It does not ordinarily give much trouble in fields that are devoted entirely to the production of hay, but nevertheless there is great prejudice against seed contaminated with dodder, and most states have stringent laws against the selling of seed containing it. It is relatively easy to kill out patches of dodder in a hay field.

Other troublesome weeds are bluegrass and quackgrass in northeastern United States; crabgrass and Bermuda grass in the Central and Southern States; and foxtail or wild millet in the Middle West and the Great Plains. In the irrigated sections of the West the wild barleys, also known as foxtail and squirreltail grass, are decidedly troublesome, as the beards ruin the first crop of hay for feeding unless it is cut very early.

Where weeds are troublesome in the West, wheat is sometimes drilled in the Alfalfa in the fall, and as it comes on early the growth of weeds is checked. The first cutting of hay the following spring consists of a mixture of Alfalfa and wheat. Cultivation of established stands of Alfalfa may help to hold weeds in check, but unless done with considerable care the crop may suffer. The best way to fight weeds is to make conditions so favorable for Alfalfa that they are smothered out. When weeds become abundant in an Alfalfa field it is usually better to plow up the field and make a fresh start than to try to rogue them out.

HAY SITUATION IN ST. LOUIS

BY S. F. LARRIMORE

The general hay situation continues to rule firm, under scant receipts with a right good local demand for the better grades of Timothy and Light Mixed, and an excellent shipping inquiry for medium grades of Timothy and Clover Mixed. Offerings are readily absorbed, and there is practically no hay on the market unsold.

Posted receipts May first totaled 28 cars, about 50 per cent of which was Wisconsin from Chicago. The arrivals of native hay are very light and there is an urgent demand for good bright Iowa hay, either Timothy or Clover Mixed. This class of hay is selling much higher than the Wisconsin hay, which is not wanted by the local trade. The general situation presents a very strong aspect. There is very little hay loading in Missouri, Illinois and

Iowa, with a demand for the better grades of Timothy, Clover and Clover Mixed.

The Timothy market continues firm with light receipts and a good local demand for the better grades of Timothy and an excellent shipping outlet for the medium and lower grades. Light Clover Mixed hay is firm with an active local demand for No. 1 Light Mixed and a good shipping demand for No. 2 and lower grades of unsound hay. Heavy Clover Mixed hay remains steady, with offerings moderate and the demand exceedingly good. There is a scarcity of Pure Clover also and the demand is exceedingly good at this time. This hay should be marketed promptly as the pastures are improving and soon the demand will cease.

The Alfalfa situation is unchanged; offerings of Alfalfa are light and there is an excellent local demand for high grades. The demand is only fair for the medium grades.

REGISTRATION FEE OF UNMIXED FEEDS REDUCED IN PENNSYLVANIA FROM \$25 TO \$6

Governor Pinchot has signed the amendment to the Pennsylvania law regulating the sale of feeds in which a change in the registration fee of unmixed feeds was made from \$25 to \$6. This change comes as a great joy to feed merchants in this state as well as millers. The amendment is quoted in part as follows:

"Each and every manufacturer, importer, agent, person, corporation or firm, on or before the first day of January of each year or before selling, offering or exposing for sale in this Commonwealth, any concentrated commercial feedingstuffs, as defined in Section Two of this Act, shall register and file annually with the Secretary of Agriculture, a certified statement of the names and number of each kind or brand of such concentrated commercial feedingstuffs, that he shall offer for sale during the next ensuing year and a copy of the analysis of each one of such brands as required by section of this Act and he or they shall pay to the Secretary of Agriculture the sum of \$25 for each and every brand of such concentrated commercial feedingstuffs to be sold or offered for sale within the Commonwealth, except brands of pure wheat bran, pure wheat middlings, pure wheat mixed feed, pure rye bran, pure rye middlings, pure rye mixed feed, pure buckwheat bran, pure buckwheat middlings, pure buckwheat feed being by-products resulting from the milling of pure wheat, rye and buckwheat in the manufacture of wheat, rye and buckwheat flour and pure cornmeal made by grinding and bolting corn and pure corn and oats chop made by grinding together or by grinding separately and mixing together pure corn and oats, standards for which brands shall be fixed by the Secretary of Agriculture, in which cases he shall pay to the Secretary of Agriculture the sum of \$6 instead of \$25 for each and every such brand to be sold or offered for sale within the Commonwealth."

PROPER TIME FOR CUTTING ALFALFA

There are conflicting opinions on the proper time to cut Alfalfa for hay. Chemical analyses, says the United States Department of Agriculture, show that when cut in early bloom it has slightly more protein than when cut later, and that certain animals, such as hogs and cattle, prefer it when cut in the earlier stages. These reasons and the belief that frequent cutting produced a larger total yield led to the old practice of cutting just before the flowers appeared. That practice has been discredited.

As the result of experience accumulated it was found that these early and frequent cuttings, although they produced greater yields the first season, usually reduced the life of the stand and the average yield over a period of years. Later the basal shoots were used as a guide, cutting being recommended when they had reached a length of 1 or 2 inches or when the plants were one-tenth in bloom. The two guides seemed to be needed as the basal shoots make very little growth in dry weather and blossoms are slow to appear in wet periods.

Recent experiments indicate that cutting at a later date than has generally been advised is more desirable, everything considered. At the Kansas Agricultural Experiment Station a comparison was made of cutting at four stages—in bud, one-tenth in bloom, full bloom, and when the seed pods were forming. The earliest was highest in feeding value, but the stand was practically killed out in one season. Cutting when one-tenth in bloom gave less hay than cutting when in full bloom and seemed to encourage grass and weeds. Cutting when the seed pods were forming gave less hay than earlier cuttings, but the stand was not injured. No damage resulted from cutting the basal shoots, although it has long been taught that clipping them off will reduce the succeeding crop. The Department of Agriculture has conducted experiments which verify these results.

In regions where the rainfall is rather limited, such as the Great Plains, stands are sometimes badly injured by delaying cutting until the plants are nearly through blooming. The injury is more serious when a second cutting is made or a crop is harvested for seed. This is more serious in dry

seasons when there will be very little growth after cutting as far as the plants are concerned. Cutting is harmful rather than beneficial but, of course, there must be a harvest.

HAY DULL IN NEW YORK

BY C. K. TRAFTON

Broadly speaking, conditions in the hay market during the past month were generally unsatisfactory to everyone concerned. The action of the market was frequently if not invariably disappointing to virtually every member of the trade. It was plainly evident that general feeling of dissatisfaction was primarily attributable to the fact that receipts were materially smaller than practically everyone had counted on. For one thing the arrivals by river boats were generally surprisingly meagre, only small lots having been received, whereas the trade had felt confident that ample supplies would arrive as soon as navigation was opened. In the judgment of many this was bewildering as it was difficult to find adequate explanation aside from the fact that farmers seemed strangely indifferent about selling. It was the consensus of opinion that their unwillingness was mainly traceable to the fact that in the territory contributory to the river supplies of Good to Choice Timothy or Light Clover Mixed were insignificant. Indeed it was alleged that there was little or no hay of desirable quality left in that section. In the meantime it was asserted that farmers considered it unwise to ship inferior descriptions as they were practically unsalable excepting at an unprofitable basis. It was often if not invariably impossible to obtain sufficient money for poor grades to more than defray freight and other charges.

Regarding Good to Choice Timothy or Light Clover Mixed it was stated by way of explanation that farmers or country shippers had been holding back for higher figures because reserves have been reduced to a low plane. It was averred that stocks of such hay were uncommonly light in this and neighboring states. Moreover, it was the consensus of opinion that the limited quantities arriving via rail were partly due to the scarcity of cars and the determination of railroad officials to curtail the movement to the seaboard on frequent occasions in order to prevent congestion on tracks or at terminals. Therefore practically all roads refused to accept hay shipment on consignment excepting after permits were issued.

Apparently even this system did not prove entirely satisfactory because it was found that there were frequent periods of congestion due to the fact that permits were not used in a regular or systematic way. Some permits were used promptly as intended, while others were held in reserve and as a result the cars came to the terminal in an irregular and uneven manner, which was calculated to create confusion and congestion. In order to obviate this they are now putting in practice another system which would seem to cause more evenness or regularity. This system provides for another way of giving out permits. To begin with a certain number of permits were issued bearing details from May 1 to May 15 and it was agreed that all not used in that period were to be cancelled, and then new permits were issued dated from the 15th to the end of the month with the permits left over to be cancelled, with a similar method to be followed each month hereafter. In the judgment of many experienced dealers this appeared to be a step in the right direction. Of course this system does not apply to hay shipped from the interior on direct sales as the buyer of such hay is invariably supposed to unload the hay immediately on arrival.

At the beginning of the month there was temporary weakness and notably on common and inferior trash, which was not wanted, largely brought about by the arrival of a few river boats, supplemented by moderately larger receipts, especially via New York Central. Still this was only momentary, as the receipts speedily diminished, causing general astonishment, and consequently all the decline was quickly recovered. This was especially noticeable in the case of No. 2 or No. 1 grades which were chiefly wanted. The firmness was particularly conspicuous in Brooklyn terminals, where supplies were decidedly inadequate.

Notwithstanding the facts described there has been no pronounced buoyancy as the volume of business was small virtually all the time, nearly all distributors and consumers buying in a conservative manner, taking only small or moderate lots when absolutely needed to meet urgent requirements.

There has been a general tendency among almost all distributors and consumers to limit their purchases in the main to superior grades and particularly with Timothy in large bales, as they feel confident that receipts will show enlargement following the advent of warmer weather. Doubtless their position was also partly based on the official report which stated that stock of hay on farms May 1 amounted to 13,480,000 tons against 10,919,000 tons a year ago.

In a broad sense conditions in the market for straw were generally unsatisfactory, as business was largely of a restricted character practically all the

FIELD SEEDS

SEED FOR ABANDONED WHEAT ACREAGE

When any considerable area of wheat land is abandoned in the spring, there is certain to be an extraordinary demand for seed to replace the wheat. The commonest crops seeded in the Winter wheat districts on abandoned wheat land are barley, oats, cane, Kafir, Sudan grass, feterita, milo, and in some cases corn. In districts where winter killing has been severe, there is sure to be an unusual demand for these seeds. This spring, for instance, the Fort Hays (Kan.) Experiment Station has been entirely sold out of cane and Sudan grass seed.

CONSIDERS EMBARGO ON UNMILLED RICE

A public hearing to consider prohibiting the importation of seed or paddy rice from all foreign countries on account of injurious plant diseases and insect pests will be held by the Federal Horticultural Board of the Department of Agriculture on June 11. All persons interested in the proposed quarantine may be heard.

In its notice of the hearing, the Board declares: "It is not intended by this proposed quarantine action to restrict or regulate in any manner the movement into the United States of milled and brown rice for consumption purposes. The action contemplated is directed at unmilled rice (paddy) intended for seed purposes and which evidence at hand demonstrates to be capable of carrying a wide range of fungus diseases."

DEVICE AIDS IN SAMPLING SEEDS

In obtaining samples of seed offered for sale, or for which a purity or germination test is desired, an inexpensive handy device, known as a seed trier or sampler, facilitates the work considerably. A sample should represent accurately the bulk of the seed from which it is taken. During shipment, or even after standing for any length of time, the smaller and heavier seeds show a tendency to work downward in the bag, bin or other container. Therefore, in drawing a representative sample from a bag, it is advisable to insert the trier in the top, middle, and bottom of each bag or in multiples of 5 or 10 bags, if the lot is a large one. The successive samples that have been drawn should be mixed thoroughly so that a smaller composite sample may be obtained therefrom which will represent accurately the bulk of the seed sampled.

HULLED AND UNHULLED TIMOTHY SEED

The Canadian Agricultural Department has recently given out the results of a series of practical tests (by planting, not by mere germination tests) on the ability of Timothy seed, both hulled and unhulled, to produce a crop after varying periods of storage. As a result of these growing tests it was evident that the third and fourth years of storage resulted in a very noticeable falling off in yield in the case of the hulled Timothy seed. With the unhulled seed, however, even after three and four years' storage, there was not a very serious decrease in yield.

The removal of the hull undoubtedly decreases the keeping quality of Timothy seed, says the Dominion report, but under good conditions of storage even hulled seed may be counted on to give a paying crop after as much as two years' storage.

ALBERTA'S GOVERNMENT OWNED SEED PLANT

Operation of the government-owned seed grain cleaning and grading plant at Edmonton, Alta., opened last fall, has been a complete success, according to a report issued by the Provincial Department of Agriculture. More than 16,000 bushels of seed grain have already been marketed for Alberta farmers by the plant, the report shows. Carloads of seed wheat have been forwarded to points in eastern Canada and the United States. The Alberta market was supplied first before outside orders were taken care of. The plant has been working day and night recently to keep up with the demand.

The plan is operated by the provincial crop commissioner and was established principally to encourage the production of pure seed in the province. Under a stipulated agreement the government advances to farmers 65 per cent of the commercial elevator price for seed grain with a certificate covering the remainder. The seed is cleaned and graded by machine at the plant and is then marketed to the best advantage and nominal expenses for handling are deducted.

The cleaning and grading plant is the largest and most modern on the continent. As many as 15 grades of wheat can be obtained through the various

processes of cleaning and grading. The large fanning mill has a capacity of 500 bushels of grain an hour. It is expected that more than 100,000 bushels of seed grain of all varieties will be marketed for Alberta seed growers by the plant before the end of this year.

WHEN SEEDS ARE ADULTERATED IN MAINE

The following excerpt from the Maine law regulating the sale of agricultural seeds in that state gives the basis on which such seeds are deemed adulterated in that state:

Section 12. For the purpose of this chapter an article shall be deemed to be adulterated:

In case of agricultural seed:

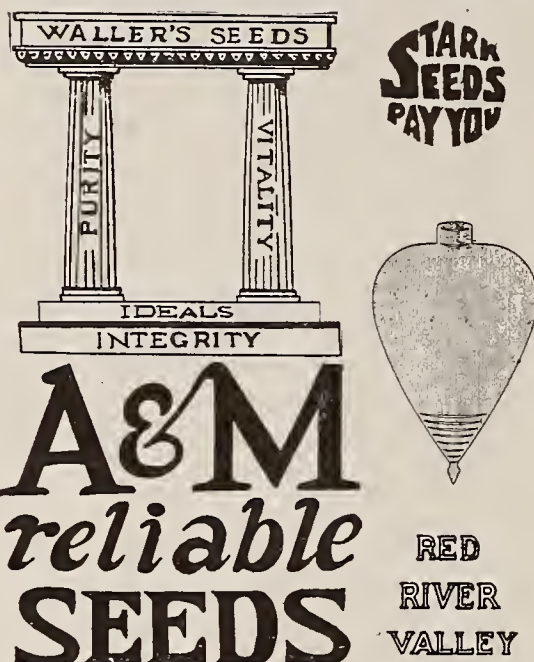
First. If its purity falls below its accompanying guaranty.

Second. If it contains the seed of any poisonous plant, or any kind or amount of weed seed other than the kinds or amounts represented in the statement required by section three of this chapter.

Third. If it, upon test of germination made within six months of the date of test in statement under the provisions of section three herein above, does not show the same germinating power given in said statement prescribed by the provisions of said section three. Provided said seed has been constantly kept under conditions not injurious to its germinating qualities, and that a margin of tolerance of 5 per cent shall be allowed.

NEW SEED TRADEMARKS

The following new seed trademarks were recently published in the *Official Gazette* published by the United States Patent Office. "Stark Seeds Pay You"



garden seeds. Stark Bros. Nurseries & Orchards Company, Louisiana, Mo. Filed February 17, 1923. Serial No. 176,225. "A & M. Reliable Seeds" field, garden and farm seeds. Aggeler & Musser Seed Company, Los Angeles, Calif. Filed August 28, 1922. Serial No. 168,743. "Waller's Seeds" garden and flower seeds. The L. D. Waller Seed Company, Guadalupe, Calif. Filed July 28, 1922. Serial No. 167,542. "Red River Valley" wheat, Alfalfa, and any other seed and seed potatoes. Minnesota Red River Valley Co-operative Certified Seed Growers Association, Crookston, Minn. Filed November 30, 1921. Serial No. 156,102. Grass and field seed. Egyptian Seed Growers Exchange, Flora, Ill. Filed October 16, 1922. Serial No. 170,759.

SEEDS STRONG

"New crop futures of Clover October and December ruled strong and higher again this week on good general demand, reaching new high levels," say Southworth & Co., of Toledo, Ohio, in letter of May 12. "Trade active. Some profit taking and hedging sales against seed carried over on the advance. We anticipate a trading market for a while until more is known of the coming crop. For the present, favor taking advantage of the wide swings in either direction. We continue to receive damage reports. Recent general snow and rain should give the growing crop sufficient moisture, which was badly needed.

"An Illinois dealer writes—'The outlook here for the coming Clover crop is the poorest we have had for some time.'

"A large French dealer writes—'Our season is nearly closed. The prospects for the future crop are excellent. Except for atmospheric disturbances we may have a very good crop.'

"Alsike also strong, with the new crop futures in good demand. New York reports exports 205 bags.

Timothy shows strength. Good demand around present levels for both September and October, which is the new crop. The redeeming feature in the Timothy situation is the fact that it is not high compared with other seeds. There has been a big reduction in surplus stocks."

PROPOSED EXTENSION OF CANADA'S SEED CONTROL ACT

The Dominion Seed Control Act of 1911, now in force, provides for the compulsory grading only of Timothy, Alsike, Red Clover, and Alfalfa seeds, under the grades Extra No. 1, No. 2, No. 3, and rejected. Rejected seed is prohibited from sale by dealers or farmers. A new bill, which has received second reading in the House of Commons, extends the principles of the old act to the compulsory grading of all kinds of grass and Clover seeds, flax, sorghum, millet, wheat, oats, barley, field peas, field beans and vetches, makes provision so that other kinds of seeds may be included by regulation, and provides further, for the optional grading for commerce of field root and garden vegetable seeds. Farmers selling seed on their own premises will not be required to grade seed grain, but will be required to sell grass and Clover seeds that has been tested and graded on the basis of control sample, which sample must be comparable with the seed that is sold. The new act aims to leave a great deal of the technical matters to be adjusted by regulations recommended by an advisory board.

SURPLUS SEED PRODUCING STATES

Grass and Clover seed are produced in surplus quantities, for the most part, in the Central States and in a few of the states west of the Rocky Mountains. Because hay or green forage in the East is worth more than seed to farmers in that section and climatic and other conditions are not so favorable for profitable seed production as in Central and Western States, comparatively few counties in the Eastern States produce surplus quantities of grass and Clover seed, except during occasional years when weather conditions are unusually favorable for seed production, seed prices are high and forage is abundant.

It has been estimated that more than 14,000,000 pounds of seeds, exclusive of seed potatoes, seed sugar canes and other vegetative planting stocks, are sown or planted annually in this country. Even a small improvement in the quality of seed planted would result in larger crops at little or no additional expense or in the same production on a smaller acreage.

In general, farmers obtain their seed from three sources, namely, from their own farms, from other farmers, or from dealers. The percentage that is obtained from each of these three sources varies considerably with the kind of seed under question and the locality where the seed is planted.

SEEDS IRREGULAR IN NEW YORK

BY C. K. TRAFFON

The continued backwardness of the season has resulted in somewhat abnormal developments in the market for field seeds, diversity of reports as to the state of business, and considerable irregularity in price changes. In the majority of cases quotations are about the same as they were a month ago. The features of the price changes were the advances of 5 to 10 cents in White Clover and of one-half cent in Alfalfa. On the other hand, Timothy is about one-quarter cent lower, Red Clover a half-cent lower, Crimson Clover 1 cent lower, and fancy Kentucky Bluegrass 1 to 2 cents lower. As far as business was concerned, the long spell of unseasonable weather resulted in an unusual prolongation of the spring trade. In short, while business in the main remained quiet early in April, a pronounced revival occurred late in the month in some quarters and was extended into early May.

As far as the importing of foreign seeds was concerned trade was generally quiet, but some local dealers reported the best domestic business ever known in April. At this writing the wholesale trade has practically terminated in the South, but a good business is still passing in New York State. Small order business is also said to be very good, notably in Alfalfa, Red Clover, and Timothy. In the southern trade about the only goods moving are Crimson Clover and Hairy Vetch. Retailers in the New York district area showing unusually keen interest in lawn grass seeds, some wholesalers reporting the best sales in over 12 years.

The Red Clover season has ended with prices about ½ cent lower, ranging from 18½ to 20½ cents, and it is assumed that any additional business in the old crop will be at still lower prices as the regular buyers of this variety have been showing more preference for Alfalfa, Alsike and Timothy. As a consequence it is expected that there will be a fair carry-over. Still, the idea prevails in some quarters that all of the surplus may be needed in view of the numerous unsatisfactory reports regarding the new crop. Comment was made on the first arrival in many months, the huge total of three bags from Denmark.

Crimson Clover has been in slow demand for

prompt shipment and hence the range is about 1 cent lower at 16 to 17 cents. On the other hand, there has been a striking awakening of interest in new crop French seed for future shipment. The crop there will probably be fairly liberal and offerings of fair average seed at 9½ cents duty paid for July and 9¼ cents for August have resulted in moderately large dealings. There have been no fresh arrivals, but a few small lots are expected ere long as a little business has been done in old crop seed for prompt shipments on a 13 cents duty-paid basis.

White Clover has been in fairly good demand at 55 to 60 cents, some quoting as high as 65 cents. There has been little stock to do business with, however, as arrivals continued meager, only 130 bags, or about the same as in March. It is rather late for offerings from abroad, but small lots have been offered, ranging from 49 to 63 cents duty-paid, from both Germany and Holland.

Alfalfa has gained about one-half cent, going to 18@19½ cents, owing to a fairly good small order demand and further depletion of stocks, supplies being decidedly meager. The arrivals were only about 700 bags, from Argentina, against about 380 in March. More interest has developed in Argentine seed for May-June shipment, but buyers' views are limited at about 15½ cents duty-paid, which is fully three-quarters of a cent below the claims of shippers. The latter are firm in their views because of a good demand from Europe notably the Continent, where there is no import duty to contend with. Additional arrivals are expected during June, but prices will be higher.

Alsike has remained unchanged at 15 to 17 cents. Owing to financial obstacles export trade was stagnant and no exports were reported. On the other hand, the customary domestic demand developed, being helped by the discount of about 3½ cents under Red Clover. Timothy is about ¼ cent lower, at 6¾ to 7¼ cents, the falling off in the export demand being largely offset by an improvement in domestic trade, this variety also being taken in preference to Red Clover at the big difference in cost. Exports were about 1,500 bags, compared with 2,470 during March.

Hairy Vetch has been moving fairly well for prompt shipment to interior markets at 16¼ to 17 cents. Germany and other European shippers have only small quantities to offer, but some business has been done for shipment on a 15¼ cents duty-paid basis. About 1,490 bags of spring Vetch arrived during the month, mainly from Germany, against 725 in March.

Fancy Kentucky Bluegrass is 1 to 2 cents lower at 23@25 cents. Export trade has been at a standstill and no shipments were reported, compared with 970 during March. Some dealers reported a good demand from retailers and found it advantageous to secure supplies in growing sections, an unusual development at this season. Canadian Bluegrass has continued at 19½@20 cents. Orchard Grass has remained unchanged at 12½ to 13 cents and has been moving out fairly well on that basis. Owing to bad financial conditions abroad, business for import has been practically at a standstill. Quotations from Danish shippers have been almost entirely lacking, and arrivals were limited to only 118 bags, as against 5,100 during March.

English Rye Grass is also unchanged at 11 to 11½ cents. Demand has been fairly good and stocks remain small, although arrivals were about 825 bags, against 340 in March. Importers report a small business with the United Kingdom at 10 to 11 cents duty-paid. Fancy Redtop has been inactive and unchanged at 18@19 cents. Exports were only 500 bags, against 1,600 in March. Rape-seed is still quoted at 5¼ to 6 cents on spot. Demand has been quiet, but holders have not been pressing sales. The month's arrivals were said to consist largely of bird rape and hence the larger total, about 1,630 bags, against 300 for March, did not affect the Dwarf Essex variety. Hence holders continue to predict still higher prices. Nevertheless, little interest has been shown in Japanese offerings of new crop for August-September shipment at 5.35 cents c. i. f. New York.

Sunflower seed has been firm owing to meager stocks, which have also restricted business for immediate shipment. Spot supplies are reduced to a minimum and are held at 6 to 6½ cents; and no help can be expected from western growing sections where seed is quoted at equal to 6.80@6.90 cents, New York. On the other hand, it seems that western interests have been trying to buy here at 5½ cents. It is too early yet to report much about the Argentine new crop seed. Last month it was stated that a fair business has been done on a duty-paid basis of 5.80@5.85 cents. Offerings are now reported all the way from 5.40 to 6 cents, but buyers are showing little interest and will not buy until forced to. Holland is also offering new crop seed on the 6 cents basis. Arrivals were 3,820 bags, against 2,440 in March.

Canary seed has been moving fairly well, although hampered by smaller stocks. Arrivals were only 4,400 bags, against 6,890 during March. Buyers generally are afraid to pay current prices which they consider high, but some authorities believe that spot prices will go still higher unless more import

buying is done to keep up local stocks. Quotations are about 5½ cents for Argentine, 4¾ cents for Dutch, and 5.20 cents for Morocco. The latter is preferred in some quarters as the quality is said to be better. As far as import business is concerned Argentina is out of line, as stocks are short and shippers ask equal to 5½ cents duty-paid, whereas Morocco is offered at 5.20 to 5.25 cents and Dutch at 4½ cents.

Millet has been extremely dull, as feed manufacturers have brought as sparingly as possible owing to the advance to 5½ cents delivered, for hog millet, which is too expensive for feeding. On the other hand, arrivals were light, only 1,640 bags, against about 4,390 in March. Moreover, little additional is expected as buyers have shown no interest in offerings of Manchurian seed on a 3.30 cents duty-paid basis. Fescues have been dull and uninteresting. Only 100 bags of Meadow Fescue were exported, and buyers here showed almost no interest in offerings of Cheving Fescue for June-July shipment from New Zealand at 32 cents duty-paid. No arrivals were reported. Sweet Clover is unchanged at 11½ to 12 cents and Field Peas at 5@5¼ cents.

MILWAUKEE SEED MOVEMENT

BY C. O. SKINROOD

The report of the Milwaukee seed movement with receipts and shipments collected by the various railroads and compiled officially by the Milwaukee Chamber of Commerce, shows that the shipments of Timothy and Clover seed in April were exceptionally heavy, due in part to the delayed spring, which pushed more and more of the seed trade into the tail end of the season.

The receipts of Timothy seed at Milwaukee for the month of April, 1923 were 1,042,468 pounds as compared with only 231,415 pounds received for the corresponding month a year ago. This indicates that the receipts of Timothy seed in April made a remarkably large total, aggregating almost five times as large as the offerings for the same month a year ago. The shipments of Timothy seed from Milwaukee during April, 1923, were reported at 1,561,526 pounds as compared with shipments of 1,075,101 pounds for the corresponding month a year ago. The shipments were therefore approximately 50 per cent heavier than the receipts.

The receipts of Clover seed at Milwaukee for the past month were given at 168,588 pounds as compared with receipts of 226,606 pounds for the corresponding month a year ago. The Clover seed receipts were lighter than last year, but the total for both years was so small as to be almost negligible. The shipments of Clover seed for the month of April, 1923 were no less than 2,179,037 pounds as compared with shipments of 1,434,818 pounds for the corresponding month a year ago. The shipments of Clover seed were about 50 per cent larger than those for last year, indicating a heavy movement toward the end of the season. The shipments were therefore 12 to 14 times as large as the receipts, which is expected to be the case at this time of the year, when the seed movement is primarily outward towards the grower.

A movement is on foot in Wisconsin to restore it to the ranks of one of the great states for flax production. Wisconsin farmers have grown flax more or less for the last 50 years. Forty years ago the state produced more than 500,000 bushels of flax annually, but during the last 20 years the state output has averaged less than 100,000 bushels annually. For a number of years the price was discouraging and the prevalence of flax wilt, a most damaging disease, also discouraged many farmers from continuing in the flax raising game.

In recent years, however, the flax seed market has been much higher and wilt resistant varieties of flax have been perfected which make it more profitable to raise flax than ever before. The Wisconsin College of Agriculture at Madison therefore deems this a good time for the farmers of some parts of the state to go back to the flax raising game with new enthusiasm.

Excellent results have been obtained by growing flax with oats or wheat. A special book on how to make such combination crops has been prepared by the agronomy department of the Wisconsin experiment station. The college hopes to make flax one of the big crops of Wisconsin, both for the straw and the seeds.

A. L. Stone and his assistants at the College of Agriculture report that they have tested more than 4,000 samples of seeds this year. He says that the germinating qualities of seeds were high early in the season, but now many of the samples offered are low in germination strength. Mr. Stone reports further that bad seed is often sold by one farmer to another in the same neighborhood, the farmer not having the necessary machinery for proper cleaning. By buying from the large seed houses the cleaning and vitality tests are assured the state department believes, or if the seed is bought locally, it should be carefully inspected.

Prof. R. A. Moore, seed expert of the Wisconsin College of Agriculture, says that some farmers who had bad luck with Clover are turning to soy beans, but he advises every one to keep up the Red Clover work. He says that Clover seed has gone down

about \$2.40 from January to April and that prices are probably at the bottom now. For a general hay crop in upper Wisconsin, Prof. Moore recommends the use of two quarts of Timothy, two quarts of Alsike and two quarts of Medium Red Clover. This will mean a good hay crop sure, he believes. Heavy seeding of Alfalfa and of Sweet Clover is reported from many sections of the state.

The official market of the Milwaukee Chamber of Commerce on seeds says in its most recent statement the market has become easier under larger offerings and the comparatively slow buying movement. Quotations of Clover and of Fancy Timothy were reduced 50 cents more, while flax went up about 50 cents and Alsike and White Clover were about unchanged. Receipts were reported as exceeding those of last year but fell below those of the preceding month.

The North American Seed Company says that the reports are that Clover came through the winter in good condition. While there may have been freezing in some spots, it is believed that the loss will be small and that the stand of Clover will be well up to normal, due to the good snow covering which was a feature of the past winter.

The largest carry-over of Clover seed for a number of years is expected as a nation-wide condition, according to the North American Company. This stock of seed, it is believed, may discourage production of Clover to some slight extent, but in a general way a normal area and a normal yield are looked for.

The seed trade is pretty well cleaned up for the season, the North American Company reports and the trade in Red Clover was somewhat disappointing, while the demand for other seeds proved very good. The lack of buying is blamed to some extent on the high prices, so that farmers, it is believed, turned to other classes of seeds despite the fact that the Red Clover came down about \$1.50 a bushel, but this was not enough of a reduction to greatly stimulate the demand.

The Red Clover is now quoted by the North American Company at \$19 to \$20 for the choice seed. Alsike ranges all the way from \$13 to \$16. The Choice Timothy seed was quoted from \$6.50 and up to \$6.70 to \$6.80 for the very best. Alfalfa is said to range from \$19 to \$21 in the present market and White Clover rules from \$40 to \$55, although there is not much trade in this branch of the business. The remnants of the seed buying are now being cleaned up, the company says.

The Kellogg Seed Company reports that the seed demand for the spring of 1923 proved to be very good in practically all lines except in Red Clover which generally proved to be a slow market with declines which aggregated something like \$2 a bushel. The Kellogg company says that there will be a moderate carry over of Red Clover seed, but stocks are not expected to be large enough to be burdensome in any sense. The demand for the late seeds such as soy beans should be even better than normal, the Kellogg company believes, because the late spring will prolong the planting season.

The early reports on farm and field conditions indicate that Ohio and Indiana and adjacent states will have serious damage from winter killing of Clover, the company reports. As for Wisconsin it is still too early to tell just what conditions are, but it is not believed that the damage has been so large in this state.

The L. Teweles Seed Company reported that the seed trade for the spring was of good volume, but the decline in prices proved to be somewhat greater than expected with Clover down perhaps \$4 from the high point. The Teweles company, however, says that carry over stocks of Clover and Timothy seed will not be large, in fact the market for both these classes of seeds is improving, Timothy having had a recovery of something like 50 cents per hundredweight. The demand for late seeds should be excellent, the Teweles company reports, with considerable planting of such things as millet, soy beans and other forage seeds expected.

Heavy winter killing damage to Clover fields is reported in Indiana and other states in that section, the Teweles company declares, but it is not likely that so much damage has been felt in this state. Meadows and pastures of Wisconsin are said to be backward, so that a good demand for hay is expected.

The trade in grass seeds is practically over, according to the Courteen Seed Company, but there is a little scattered demand as yet for Alfalfa from some sections of the country. The bulk of the buying of seeds at present is in such late sown crops as Sudan grass, soy beans, millet, seed corn, etc. In all of these lines, the Courteen company says the trade is excellent.

Reviewing the seed trade of the past 30 days, the Courteen company said the demand for Alfalfa and Sweet Clover was above the average and above what is expected as normal for this season of the year, while the buying of Alsike and Red Clover was not up to the mark which had been expected. It was found especially that the supply of Red Clover seed was too large considering especially the limited demand.

However, the carry over in this district of both

Red Clover and Timothy seeds will not be large, the Courteen company says, the buying which always appears during the summer and fall, and up to the time the new crop is available, being ample to take care of any stocks which may be left after the season's principal buying movement.

The Clover wintered in Wisconsin, Minnesota and the upper tier of states better than expected, the Courteen company says, in fact the amount of winter killing is probably considerably less than the average. In the next tier of states south, Indiana, Ohio, etc., it is believed that the winter killing has been much worse than the average because these states lacked the snow covering which saved the crop in Wisconsin and Minnesota.

The Courteen company quotes the following prices as indicative of conditions at the close of the active seed season: Red Clover ranges from \$14 to \$18 for good quality; Timothy rules generally from \$5 to \$5.75; Alsike is quoted all the way from \$10 for the low grades to \$16 for the choicer qualities; Alfalfa rules at present from \$16 to \$18, while the White Clover market is merely nominal, the supply being practically exhausted.

A seed business has been started at Milltown, N. J., by Joseph A. Auer.

A seed business has been started at Nashville, Tenn., by Mrs. I. M. Graddock.

A seed and feed business is to be started at Jewell City, Kan., by E. George.

The Wagner Nurseries & Seed Store recently opened for business at Lamanda Park, Calif.

Warehouses are to be opened at St. Anthony, Idaho, for the W. R. Roach Seed Company of Grand Rapids, Mich., and the Kinney Seed Company. Ste-

phen McArthur is local manager of the Roach company and John Miller is in charge of the Kinney interests.

George E. Frost and D. R. Reichard have organized at Arcadia, Calif., as the Dawn Feed & Seed Company.

The seed and feed business of L. C. Schwab of Collinsville, Conn., has been purchased, it is reported by F. D. Lawton.

Charles E. Watts has opened the Southern Seed Store at Norfolk, Va. He was formerly with the Williams Seed Company of Norfolk.

A new store building is to be erected for the Kilgore Seed Company of Wauchula, Fla. The store will be 100x62 feet, and two stories in height.

W. N. Wetmore and Frank Whitehead have incorporated as the Skagit Feed & Seed Company of Mount Vernon, Wash. The firm is capitalized at \$4,000.

Repairs and improvements are to be made to the store of the Kirkland Seed Company of Columbia, S. D. The improvements will cost several thousand dollars.

A field seed department has been opened by the Hales & Hunter Company of Chicago, Ill., with Chas. A. Heath in charge as manager of this department.

The seed, feed, and flour business of J. D. Wackerman of Clinton, Mo., is succeeded in business by R. S. Carter. The business is located in North Main street.

Modern seed cleaning machinery is being installed in the warehouse formerly owned by W. H. Small & Co., by the Diamond Mills of Evansville, Ind. They expect to have it ready for operation

July 1 and will handle a complete line of field seeds and seed grain. L. E. Steffee will have charge of the department.

The name of the wholesale and retail seed and allied merchandise business of William D. Burt of Dalton, N. Y., has been changed to that of the W. D. Burt Company.

The Wing Seed Company of Mechanicsburg, Ohio, which went into bankruptcy, is succeeded in business by the Wing Flower & Seed Company, which is capitalized at \$40,000.

A seed store has been opened at Dayton, Wash., by J. M. Lewis, formerly County Agricultural Agent. He will carry both field and garden seeds, nursery stock and seed treating machines.

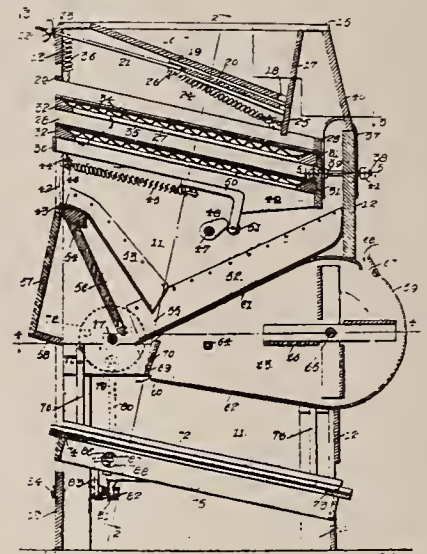
An addition is being built to the office building of the Rogers Bros. Seed Company, of Idaho Falls, Idaho, to give more storage space and more room for the installation of new machinery. The "picking" room will also be enlarged.

GRAIN TRADE PATENTS

Bearing date of February 13, 1923

Grain and seed cleaning machine.—John Haughom and Anton N. Foss, Fargo, N. D. Filed July 29, 1920. No. 1,444,506. See cut.

Claim: The combination with a cleaning machine frame having a hopper provided with a discharge opening and means of regulating the discharge of material therethrough; of a plurality of inverted U-shaped springs mounted at the back of the frame, a riddle having a frame, bolts connected to the riddle frame and passed through the back of the machine frame, the leg portions of the springs being connected to the respective frames and retaining the riddle frame forwardly dis-



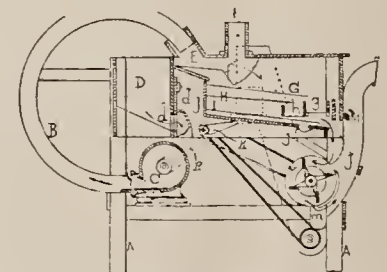
placed, screens mounted in said riddle frame, means for imparting a backward movement to the riddle frame, and means swingly supporting the bottom of the riddle frame at the front thereof, the springs serving to return said riddle frame to a forward position upon release of the rearwardly actuating means.

Grain door.—William C. Lang, Superior, Wis. Filed May 2, 1921. No. 1,445,034.

Seed corn sheller.—Andrew E. Olson, Wataga, Ill. Filed February 7, 1921. No. 1,444,882.

Combined huller, scarifier, and cleaner for clover and other such like seeds.—Albert E. Whiteside, Guelph Township, Ont., Canada. Filed June 17, 1921. No. 1,445,189. See cut.

Claim: An apparatus of the class described comprising a cabinet having a hopper and a chamber, a flue of channel shaped cross section associated with said hopper and said chamber and provided with scarifying



elements; means for driving material from said hopper through said flue into said chamber to be hulled, other means in said chamber for separating the seed from foreign matter; an elevator adapted to return the first separated and hulled material from one of said screens of said hopper and said flue for rescarifying, and a fan adapted to carry off dust from the scarified material after having passed through the last of the screens in the series.

Bearing date of February 20, 1923

Troughing idler for conveyor belts.—Charles G. Pfeiffer, Philadelphia, Pa., assignor to Specialty Engineering Company, Philadelphia, Pa., corporation of New Jersey. Filed November 25, 1921. No. 1,446,270.

Apparatus for conditioning wheat and other grain.—Thomas Lawrence Toomey, Wila, Pa. Filed December 7, 1921. No. 1,445,806.

Grain separator.—John C. Junkin, Minneapolis, Minn., assignor to Carter-Mayhew Manufacturing

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON

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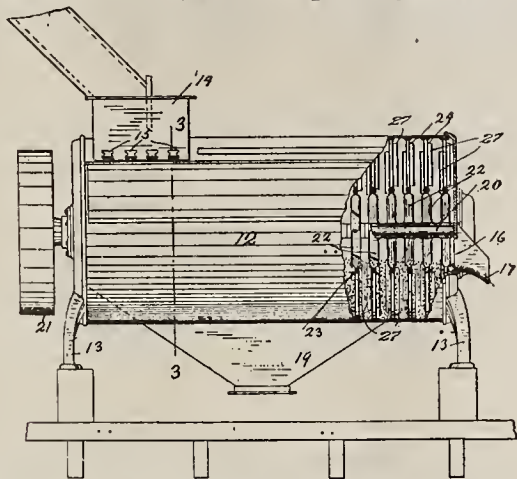
PROPRIETORS AND DISTRIBUTORS OF THE PINE TREE BRAND

CHICAGO

"THE MARKET PLACE"

Company, Minneapolis, Minn., a corporation of Minnesota. Filed March 30, 1921. No. 1,445,957. See cut.

Claim: The combination with a container for material to be separated, of a plurality of perforated separating plates movable upward through the material in said container, and through the perforations of



which plates certain kinds of material are adapted to pass, means for collecting the materials passed through the perforations of said plates and for removing the same from the unseparated mass.

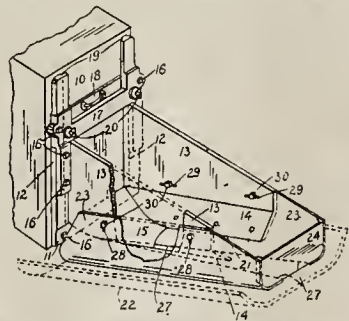
Bearing date of February 27, 1923

Apparatus for disintegrating seeds.—Adolf Schmidt, Tegel, near Berlin, Germany. Filed November 17, 1921. No. 1,447,045.

Grain separator.—Patrick H. Vaughn, Morris, Minn. Filed March 1, 1920. No. 1,446,527.

Grain distributor for conveyor belts.—Samuel Henry Milne Fowler, Junee, New South Wales, Australia. Filed April 5, 1922. No. 1,447,069. See cut.

Claim: A distributor for conveyor belts comprising



a substantially trough-shaped body adapted for affixion to a grain discharge chute.

Bearing date of March 6, 1923

Belt Conveyor.—William E. Phillips, Cleveland, Ohio. Filed April 29, 1922. No. 1,447,264.

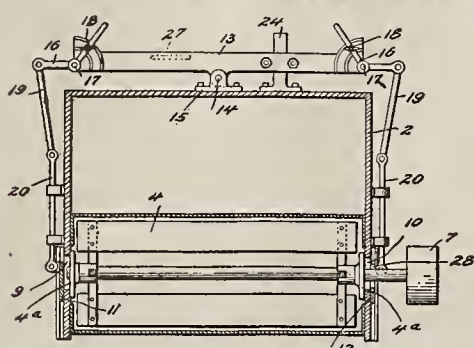
Grader for beans, etc.—William F. Probst, Chillicothe, Ohio. Filed June 16, 1919. Renewed August 9, 1922. No. 1,447,628.

Bearing date of March 20, 1923

Bag holder.—Thomas P. Hilton, Paterson, N. J., assignor to Richardson Scale Company, Passaic, N. J., a corporation of New Jersey. Filed June 4, 1921. No. 1,449,285.

Air adjusting device for grain separators.—August H. Spitzenberger, Minneapolis, Minn. Filed February 3, 1922. No. 1,449,071. See cut.

Claim: A grain separating and cleaning device comprising a sieve, a fan for feeding separating air thereto, openings for admitting air to opposite sides of the fan, means for simultaneously increasing the size of the



opening on the high side of the sieve in proportion to the transverse angularity of the sieve, and decreasing it on the low side of the sieve, to vary the quantity of air fed to the side of the sieve opposite the said opening.

A new store is to be built at South Gate (Huntington Park p. o.), Calif., for the South Gate Supply Company. The company will handle seeds along with their general merchandise business.

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The feed business of the West Side Feed Company at Erie, Pa., has been sold by that firm.

The Grafton Feed & Storage Company of Fairmont, W. Va., is adding a third story to its house.

A new feed and flour house is to be erected at Taintor, Iowa, for the Taintor Elevator Company.

The feed business of M. P. McGinty at Mauston, Wis., has been bought by Frank and John Stinner.

The feed and flour store of A. E. Lehman at Lostwood, N. D., has been bought by P. P. Tiechrow.

The feed and flour store of C. P. Harris at Meadville, Pa., has been purchased by H. G. Lampman.

The Farmers Feed & Produce Company of Bountiful, Utah, is building a new warehouse at Salt Lake City, Utah.

Operations have been started in the Kornbelt Feed Mills of Omaha, Neb., who manufacture hog and poultry feed.

J. R. Clegg is now with the Albert Dickinson Company's staff in New York City. He will be special field man.

The feed mill at Litchfield, Minn., operated by O. M. Olson for years has been bought by the Independent Elevator.

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He succeeds the late P. S. Goodman, whose reputation was world-wide.

Mr. Murray has a background of experience almost unequalled. He has traveled widely, is an economist and writer of exceptional ability, and is credited with many of the splendid improvements in the government reporting service of recent years. His new work will be similar to his past government service.

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Kinney, H. E., Grain Co., grain, hay, feed.*†
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Witt, Frank A., grain commission and brok-
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Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., corn and oats.*

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Hurley Buchholtz Co., wholesale grain, hay,
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Courteen Seed Co., seeds.
Kamm Co., P. C., grain merchants.*
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Cereal Grading Co., grain merchants.*
Quinn, Shepherdson Co., grain merchants.*

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Meadows, J. A. buyer, hay, grain and feed.*†

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Forbell & Co., L. W., com. merchants.*
Nungesser-Dickinson Seed Co., seeds.

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Luke Grain Co., grain commission.*
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Mueller Grain Co., receivers and shippers.*
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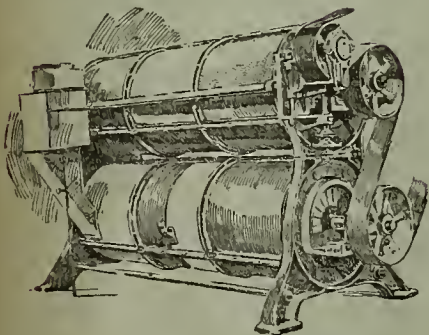
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